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Mary E. Budlog

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Mary E.

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George Washington Andrews Packard

Gore <sup>William</sup> <sup>Thomas</sup> <sup>Augusta</sup>

Samuel Locke George <sup>William</sup> <sup>Thomas</sup>

Peter Rainier <sup>William</sup> <sup>Thomas</sup>

George W. <sup>Thomas</sup>

<sup>William</sup>

Samuel

Samuel B. Locke

Particulars that occurred during  
the ship's <sup>first</sup> <sup>voyage</sup>  
of <sup>the</sup> <sup>year</sup>

Capt. Nathaniel Gates

Master







1881  
12  

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1868

A. P. Budlong

Ambrose P Budlong

New Bedford

Mass

Mary E. Budlong

New Bedford

Mass

Born Dec. 7, 1868.

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Runaway at Honolulu

Discharged Sick at Honolulu

Discharged at Honolulu February 1853

Runaway at Wake St. Lewis Dec 1852

Made 5. Mate at Honolulu February 1853

Runaway at Honolulu October 8. 1851



Names of Officers, and crew of Ship, *Augusta*  
 1. *James B. Bates* Master  
 2. *Eliza Barker* First Officer  
 3. *Samuel B. Bates* 2 Officer  
 4. *Samuel Bates* 3 Officer  
 5. *William Lee* 4 Officer  
 6. *John Wilson* 5 Officer  
 7. *Abraham Joyet* Boatster  
 8. *Joseph Cornish* Boatster  
 9. *James B. Barker* Boatster  
 10. *Robert Street* Boatster  
 11. *William Smith* Boatster  
 12. *George Brown* Cook  
 13. *James Shaw* Steerman  
 14. *John B. Brown* Do  
 15. *Samuel Major* Mate  
 16. *Benjamin B. Barker* Do  
 17. *John M. Donah*  
 18. *Benjamin M. Barker*  
 19. *Augustus Barker* Mate  
 20. *William Barker*  
 21. *William Barker*  
 22. *Thomas Barker*  
 23. *James Barker* Mate  
 24. *James Barker* Mate  
 25. *Thomas Barker*  
 26. *William Barker*  
 27. *James Barker*  
 28. *George Barker* Mate  
 29. *Robert Barker*  
 30. *James Barker*  
 31. *William Barker*  
 32. *William Barker*  
 33. *Thomas Barker*  
 34. *John Barker*  
 35. *James Barker* Mate  
 36. *William Barker* Steerman  
 37. *James Barker*  
 38. *William Barker* Mate  
 39. *John Barker*  
 40. *William Barker*  
 41. *Thomas Barker*  
 42. *James Barker*  
 43. *William Barker*  
 44. *John Barker*  
 45. *James Barker*  
 46. *William Barker*  
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 50. *John Barker*  
 51. *James Barker*  
 52. *William Barker*  
 53. *Thomas Barker*  
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 85. *William Barker*  
 86. *John Barker*  
 87. *James Barker*  
 88. *William Barker*  
 89. *Thomas Barker*  
 90. *James Barker*  
 91. *William Barker*  
 92. *John Barker*  
 93. *James Barker*  
 94. *William Barker*  
 95. *Thomas Barker*  
 96. *James Barker*  
 97. *William Barker*  
 98. *John Barker*  
 99. *James Barker*  
 100. *William Barker*



# Ship Helen Augusta of New Port

## Wednesday Dec 11 1850

1 Com<sup>ms</sup> fresh breezes from N.W. getting ready for sea - at 4 P.M. took the steamboat at 5 let go the steamboat kept of S.E. set the fore and main top gallant sails and main Royal Middle part Moderate Satt part Wind from N.W. S.W.

2 Thursday 12 Satt obs 40.08 Air Longest 30.00 W  
First part of this 24 hours fresh breezes from S.W. steering S.E. clearing the decks and stowing the anchors  
Middle part strong breezes with light rain  
 Latter part more Moderate saw a ship steering E.S.E. Employed trimming ship S. Ends Satt DR 38 x 6

3 Friday 13 Begins with strong winds from S.W. Middle and Latter part squally with rain steering East by South

4 Saturday 14 Com<sup>ms</sup> with light winds from N. with rain Middle part strong gales at 3 A.M. bore the ship too heading E.S.E.  
 Latter part more Moderate made sail steering S.E. S. Ends 1

5 Sunday 15 Begins with strong breezes from N.W. and overcast Middle part light baffling winds with rain Latter part pleasant Satt obs 36.06 P. Long cron 61.19 W

6 Monday 16 First part of this 24 hours Moderate winds from S.W. Middle part light winds with squalls Latter part light airs and calms Employed braking out Between Decks S. Ends

7 Tuesday 17 Com<sup>ms</sup> with light airs and calms Middle part fresh breezes Latter strong breezes from the South



R. I. Nathaniel Pales Master Bound Out

8 Wednesday 18  
 Begins with strong winds from the South  
 Middle part squally  
 Latter part wind hauled suddenly to West  
 So Ends steering East by South  
 1855-12-11  
 3-4-21

9 Thursday 19  
 Throughout this 24 hours fresh breezes  
 from N.W. W. under full sail steering  
 S.E. by E Employed fittin Boats

10 Friday 20  
 First and Middle part fresh breezes  
 from N.W. W.  
 Latter part light air and calms  
 So Ends steering S.E. by E  
 Lat Ob 34 43 N

11 Saturday 21  
 Comes with fresh breezes from S.E. by E  
 Employed fittin the boats  
 Middle and latter part strong winds with  
 squalls So Ends steering steering S.E. by E

12 Sunday 22  
 Throughout this 24 hours fresh breezes  
 from N.W. W. with frequent squalls of rain  
 So Ends steering E.S. by E under all sail  
 Lat Ob 34 18 N  
 Long 67 00 W

13 Monday 23  
 Comes with fresh breezes from N.W. W.  
 with rain  
 Middle and Latter part light air and  
 calms Employed fittin the boats  
 So Ends steering E.S. by E  
 Lat Ob 33 44 North

14 Tuesday 24  
 Begins with light air and calms saw  
 finbacks Middle and Latter part much  
 the same Employed fittin Boats and the  
 riggin So Ends steering by to E.S. by E and  
 N.W. W.  
 Lat 33 46 N  
 Long 45 47 W



Ship: Helen. Augusta of New York. N. Y.

15

Wednesday Dec. 25 D 1850

First part of this day light variables  
Winds and calms

Middle part light wind from N. W. at 4 P.M.  
saw killing, board all the boats and took  
one took him to the ship and prepared for  
Boiling So Ends steering S. E.

Lat 32:43

16

Thursday 26

Comes with light variable wind with  
frequent squalls of rain

Middle part heavier squalls of rain

Latter part light breezes from N. E.  
So Ends steering S. E. by East

Lat 32:03 N

Long 44:27 W

17

Friday 27

Begins with light winds from N. W.

Middle part calm

Latter part light variables the watch  
Employed Braking out the fore hole and  
Boiling Blubber So Ends steering S. E. by E.

18

Saturday 28

Throughout this 24 hours Calms

Employed Making scrub teaths

Lat 31:30

Sunday 29

19 All this 24 hours light air and calms  
with pleasant weather saw, a Barge  
steering North So Ends

Monday 30

20 Comes with light air and calms

Middle part light breezes from S. S. E.

Latter part much the same So Ends  
steering by to the Eastward

Lat 31:09

21

Tuesday 31

First part of this 24 hours light breezes  
from the S. S. W.

Middle and latter part wind from West

Saw a ship bound to London So Ends

Lat 29:00 N

Long 40:07 W



# Nathaniel Bales Master Outward Log

Wednesday January 1 D 1851

22 Throughout this 24 hours light breezes from N.E. W. saw a ship steering E. N. E. Employed in surveying boats  
Satt 28:10 North

23 Thursday 2  
Com as with light breezes from N.E. W. Middle and latter parts much the same Saw plenty of sunbacks So Ends steering S.E. by E.  
Satt 27:25 North

24 Friday 3  
All this 24 hours light airs and calms saw two ships steering East. Saw sunfisher bottoms toward without success So Ends steering S.E.  
Satt obs 26:51 W  
Long cron 35:52 W

25 Saturday 4  
Com as with light airs Middle and latter parts fresh breezes from S.E. steering by the Wind to S.E. W. Brok out for water and filled the Cate saw a ship a ship steering N.W. W.  
Satt obs 26:00 W

26 Sunday 5  
All this 24 hours fresh breezes from S.E. by E. steering by the wind to S.E. W. saw a ship steering S.W. So Ends  
Satt obs 24:15 W  
Long act 36:05

27 Monday 6  
Throughout this 24 hours strong breezes from E.S.E. steering by heading South Employed setting up the head riggin and painting Boats So Ends  
Satt obs 22:08 W  
Long cron 36:49 W

28 Tuesday 7  
Continues strong breezes from E.S.E. steering by heading South Employed painting Boats  
Satt obs 20:14 W  
Long cron 36:05 W

29 Wednesday 8  
All this 24 hours fresh breezes from the S.E. with frequent squalls ship heading South Employed painting boats So Ends  
Satt obs 18:31 W  
Long cron 35:57 W



# Ship Helen Augusta of New York P.S.

- 30 Thursday January 9 1857  
Com<sup>as</sup> with fresh breezes from S.E.  
with squally weather steering by heading South  
Middle and Latter part much the same  
So Ends Lat<sup>t</sup> obs 16 57 N  
Long<sup>g</sup> com 36 03 W
- 31 Friday 10  
Begins with fresh breezes from S.E.  
Middle part light winds  
Latter part fresh breezes from East  
Ship heading S.S.E. Employed setting up  
the Dying Lib riggin So Ends Lat<sup>t</sup> obs 15 10 N  
Long<sup>g</sup> com 35 45 W
- 32 Saturday 11  
Throughout this 24 hours fresh N.E.  
trades steering S.S.E. Employed in Sundry  
Jobs So Ends Lat<sup>t</sup> obs 13 34 N  
Long<sup>g</sup> act 34 40 W
- 33 Sunday 12  
All this day fresh trades from N.E.  
with frequent squalls steering steering  
S.E. by S. So Ends Lat<sup>t</sup> obs 11 29 N  
Long<sup>g</sup> com 33 18 W
- 34 Monday 13  
Continues fresh N.E. trades steering  
S.E. by S. Employed as required Lat<sup>t</sup> obs 9 38 N  
Long<sup>g</sup> act 31 58 W
- 35 Tuesday 14  
Throughout out this day fresh N.E. trades  
steering S.E. by S the watch employed  
sit in ship Lat<sup>t</sup> obs 7 52 N  
Long<sup>g</sup> com 30 40 W
- 36 Wednesday 15  
Com<sup>as</sup> with strong N.E. trades  
Middle part squally  
Latter part wind more to the North  
Employed repairing the cap on the bowsprit Lat<sup>t</sup> obs 06 09 N  
Long<sup>g</sup> com 29 23 W
- 37 Thursday 16  
Begins with fresh N.E. trades  
Middle and latter part squally with  
light winds and rain So Ends Lat<sup>t</sup> obs 4 36 N  
Long<sup>g</sup> com 28 30 W
- 38 Friday 17  
Throughout this 24 hours light airs  
and calms with plenty of rain Lat<sup>t</sup> obs 02 00



Nathaniel Toles Master Porters, Bound

- 39 Saturday 18  
All this day light air and calms and  
penty of rain ship heading S.E.  
Latt DR 3.30 N  
Long act 27.30
- 40 Sunday 19  
First part of this day light air from the  
N.E. with frequent squalls  
Middle and latter part light air from  
S.E. ship steering by head S.S.W.  
Latt obs 2.39 North  
Long even 27.11 West
- 41 Monday 20  
All this 24 hours light S.E. winds ship  
steering by heading S.S.W. unshipped the  
old wheel and commenced rigging a new  
one So Ends  
Latt obs 2.27 N  
Long even 28.01 W
- 42 Tuesday 21  
Throughout this 24 hours light S.E.  
winds steering by heading S.S.W. finished  
the wheel and fitted the Back stays  
Latt obs 00.09 N  
Long even 28.35 W
- 43 Wednesday 22  
Continues light light wind from the  
S.E. steering by to the S.S.W. Employed  
filling the Butt and fitting the Back stays  
Latt obs 1.22 South  
Long even 29.49 West
- 44 Thursday 23  
All this 24 hours light trade from  
the S.E. steering by heading S.S.W.  
hands Employed as required  
Latt obs 02.39 South  
Long even 30.45 West
- 45 Friday 24  
Throughout this day light S.E. trades  
steering by heading S.S.W. saw two sails  
steering North So Ends  
Latt obs 08.11 South  
Long act 31.38 West
- 46 Saturday 25  
Continues light S.E. trades steering by  
to the S.S.W. So Ends  
Latt obs 06.03 South  
Long act 32.40 West
- 47 Sunday 26  
All this 24 hours fresh S.E. trades  
steering S by W. Spoke the Barque  
Lilly 36 Days from quinnsey Bound  
to Spinalued So Ends  
Latt obs 01.56 S  
Long act 36.30 W



# Ship Helen Augusta of New Port R.I.

- 48 Monday January 27  
All this 24 hours fresh S.E. trades  
steering S. by W. Saw a Brig steering  
North Employed as required So Ends Lat 10-00 South  
Long 34-10 W
- 49 Tuesday 28  
First part of this 24 hours light  
S.E. trades  
Middle part wind from the East  
 Latter part wind from the N.E.  
Ship steering S by W. Under all sail Lat 12-18 S  
Long 34 45 W
- 50 Wednesday 29  
All this 24 hours S.E. trades  
steering S. by W. saw a Portuguese  
fisher man Lat 14-18 S  
Long 35 00 W
- 51 Thursday 30  
Come fresh breezes from S.E.  
Middle and latter part light variables  
wind from the North ship steering  
S. S. W. Lat 16-56  
Long 36-19 W
- 52 Friday 31  
All this 24 hours light winds from  
the North Employed in the rigging  
Ship steering S. S. W. Lat 18-52
- 53 Saturday 1  
Throughout this day fresh breezes  
from the North with much rain  
Ship steering S. W. by S. Lat 20-52  
Long 37-26 W
- 54 Sunday 2  
Continues fresh breezes from the North  
with much rain saw a Brig trying  
to get North Ship steering S. W. by S. Lat 22-56  
Long 38-21 W
- 55 Monday 3  
All this day about the same as  
yesterday Lat 25-00  
Long 40-36 W
- 56 Tuesday 4  
Throughout this 24 hours fresh  
breezes from the North, and pleasant  
Saw a ship steering North  
hired Employee in making room for a cabin  
below Lat 26-56 S  
Long 42-30 W



# Nathaniel Pales Master Bound Count

Wednesday February 5<sup>th</sup> 1852

57 All this 24 hours fresh breezes from the S.E. with squalls of rain ship steering S.W. by S.

Lat LR 28 19  
Long even 43 28

58 Thursday 6

Throughout this 24 hours fresh breezes from S.E. ship steering S.W. by S. Employed taring down rigging

Lat obs 30.08 S  
Long even 43 40 W

59 Friday 7

First part of this 24 hours light breezes from the N.E.

Middle part much the same Latter part wind from the S.W. ship heading S.E.

Lat obs 32.03  
Long

60 Saturday 8

Throughout this 24 hours fresh breezes from S.W. steering by to S.E. at 5 P.M. saw sperm whales lowing without success

Lat obs 32 44 S  
Long 46 35

61 Sunday 9

All this day light variable winds and calm

Lat obs 32.56

62 Monday 10

First part of this day light airs from the North, Middle part fresh breezes Latter part strong breezes. fitted the Ends of the windlers

Lat obs 34.07

63 Tuesday 11

All this 24 hours strong breezes from S.W. with frequent squalls ship steering by heading S.E.

Wednesday 12

64 Commenced with strong breezes from the S.W. with frequent squalls of rain Middle and latter part strong gales at 11 A.M. hove the ship too heading S.E.

Lat 36 49 Lat



# Ship Helen Augusta of New Port R.I.

- 65 Thursday February 13. D 1852  
First part of this 24 hour strong gales  
from the S.W. Laying too under close  
reefed main top sail  
Middle part more Moderate Made sail  
 Latter part small breezes and calms  
 Lat obs 37:01 S  
 Long from 42:08 W
- 66 Friday 14  
Begins with light breezes from the  
S.W. Middle part fresh breezes  
 Latter part wind from the West  
 Ship steering S.W. by South  
 Lat obs 38:02  
 Long act 42:00 W
- 67 Saturday 15  
First part of this 24 hour light  
breezes from the East  
 Middle and Latter part wind from  
N.E. ship steering S.W. by S.  
 Lat obs 39:27 S  
 Long from 49:43 W
- 68 Sunday 16  
Com<sup>ms</sup> Moderate winds from N.E.  
 Middle part hauled to North and freshened  
 Latter part fresh gales from N.W. by W.  
 Lat obs 41:14  
 Long 51:08
- 69 Monday 17  
Begins with light winds from the West  
 Middle part the wind from S.E.  
 Latter part strong gales So Ends  
 Lat obs  
 Long act
- 70 Tuesday 18  
Com<sup>ms</sup> with strong gales from the South  
 Laying too under bare poles  
 Middle and Latter part gale began  
 to Moderate So Ends  
 Lat obs 40:48 S
- 71 Wednesday 19  
First part of this Day strong winds  
 from the South ship on Tiffenaut  
 tacks Middle and Latter part  
 light airs and calms  
 Lat obs 41:14 S  
 Long act 51:08 W
- 72 Thursday 20  
Begins with light winds from the West  
 Middle and Latter part breeze freshened  
 Lat obs 42:05 S  
 27



# Vermorel's Log Master, Boine, Round Cape Horn,

- 73 Friday 21  
Throughout this 24 hours fresh wind from  
W. N. W. ship steering S. W. by S. Satt ab 48 09 S  
Long act 53:30 W
- 74 Saturday 22  
Cont<sup>d</sup> with fresh breezes from W. N. W.  
ship steering S. W. by S.  
Middle and Latter part fresh gales  
saw the spots of a whale Satt ab 46:20  
Long even 54:40
- 75 Sunday 23  
All this 24 hours fresh breezes from  
the W. N. W. with pleasant weather  
ship steering S. W. 1/4 W. Satt ab 47:43 S  
Long act 59:13
- 76 Monday 24  
Con<sup>tin</sup>ued fresh breezes from W. N. W.  
Middle part wind hauled to S. W.  
Latter part squally Satt ab 48:30 S  
Long act 60:00
- 77 Tuesday 25  
Throughout this 24 hours wind from  
the S. W. and squally on bent and bent  
a Mizen top sail Satt ab 49:09 S  
Long act 60:12 W
- 78 Wednesday 26  
First part of this 24 hours fresh breezes  
from the W. S. W. steering to the South  
Middle part light breezes  
Latter part wind hauled to the  
West Satt ab  
Long even  
Satt  
Long
- 79 Thursday 27  
this Day the same as yesterday
- 80 Friday 28  
First and Middle part of this  
Day strong breeze from the S. W.  
with frequent squalls  
Latter part more moderate Satt 50 20 S  
Long 61 29 W
- 81 Saturday 29  
All this Day S. W. winds and  
squally standing on different tacks Satt ab 49 49 S  
Long act 62 13 W



# Ship Helen Augusta of New Port

Sunday March 2<sup>d</sup> 1852

82 Throughout this 24 hours fresh gales from the S.W. standing on different tacks some with frequent squalls  
 Lat 49:00  
 Long act 69:37

83 Monday 3

All this 24 hours fresh breezes from the N.W. steering by heading South by W. Employed in Sunday's labors  
 Lat 50:29 S  
 Long from 69:55 W

84 Tuesday 4

Comes fresh breezes from the W. Middle part breeze freshens Latter part light airs from the East ship steering S.S.W.  
 Lat 50  
 Long from

85 Wednesday 5

First part of this day fresh breezes from the W. steering by heading S.S.W. Middle part light airs Latter part light airs and calms saw pinbacks  
 Lat 50 55  
 Long from 69:40 W

86 Thursday 6

Begins with light breezes from the South Middle part Calms Latter part fresh breezes from the North steering South saw stratan land bearing S by E Dist 60 miles  
 Lat 50  
 Long act

87 Friday 7

Comes with fresh breezes from S.W. ship steering S.S.W. stratan land bearing S by E Dist 60 miles Middle part light airs and calms at day light fresh breezes from the North passed through the straits Merier in company with an English Barque Latter part pin weather Lat still in sight S. E. ends



# Nathaniel Bates Master Outward Bound

## Saturday 8

- 88 Comm<sup>d</sup> with fresh breezes from N.E. steering to the S.W. by station land Middle and latter part strong gales from W.S.W. accompanied with hail bore the ship too heaving S.S.W.

Lat obs 56:03  
Long act 67:08

## Sunday 9

- Continues strong gales from W.S.W. Middle and latter part light airs and calms saw Cape Horn bearing N.W. by N. Dist 40 miles

## Monday 10

- First part of this day wind from the North steering S.S.W. Middle part strong gales from N.W. by N. with squalls of hail Latter part more Moderate

Lat obs 56:25

## Tuesday 11

- All this 24 hours fresh breezes from W.N.W. with frequent squalls of hail Rain and Snow

Lat obs 56:38 S  
Long act 65:00 W

## Wednesday 12

- First part of this 24 hours fresh breezes from the West Middle part strong breezes with frequent squalls of hail rain and snow Latter part more Moderate with fog. one ship in sight

## Thursday 13

- Comm<sup>d</sup> with fresh breezes from the West Middle and latter part fresh breezes from the North accompanied with squalls ship steering S.S.W.

Lat obs 57:45 S  
Long com 69 27 West

## Friday 14

- First and Middle part fresh breezes from the North and squalls Latter part thick weather saw a Brig steering N.E.



Ship. Helon Augusta of New York. B. I.

95 Saturday March 15 E 1851

Begins with fresh breezes from  
the North thick weather  
Middle strong Gales  
 Latter part more Moderate

96 Sunday 16

throughout this Day fresh gales from  
N.W. with thick weather steering  
S.W.

97 Monday 17

Com<sup>es</sup> with fresh breezes from the  
N.W. and thick  
Middle and latter part light airs  
and pleasant

Lat obs 59.50 S  
Long act 09.33 W

98 Tuesday 18

First part of this 24 hours light  
breezes from the North  
Middle and latter part light breezes  
from the N.E. with rain

Lat DR 59.32 S  
Long act 22.34 W

99 Wednesday 19

All this 24 hours fresh breezes from  
from West with frequent squalls

100 Thursday 20

Com<sup>es</sup> with Moderate gales  
Middle part wind increased at 2 P.M.  
turned up the boats  
 Latter part Strong Gales

Lat obs 60.30  
Long act 23.30 W

101 Friday 21

All this Day strong gales laying  
too with hail

Lat DR 60.49  
Long act 23.45 W

102 Saturday 22

Com<sup>es</sup> with strong gales from  
the N.W. with hail ship heaving  
S.S. W  
Middle part wind backed to the  
S.W.

Lat DR 60.18 S  
Long act 24.00



Nathaniel Fides Master Outward I Borne

Sunday March 23

103 First part of this 24 hours fresh breezes from the S.W.  
Middle part wind hauled to the North  
 Latter part winds from the S.E.

Lat 59° 27' S  
Long act 24° 38' West

104 Monday 24

Came with light baffling winds and pleasant weather  
Middle part strong gales  
 Latter part heavier gales

Lat 59° 41' S  
Long act 25° 02' W

105 Tuesday 25

Begins with strong breezes from the N.E. steering to the West  
Middle part wind hauled to the N.W.  
Wore ship to the port  
 Latter part heavier gales ship lying too under bare poles

Lat 59° 48' S  
Long act 25° 49'

106 Wednesday 26

First and Middle part strong gales from W.N.W. lying to heading South  
 Latter part quite moderate Made sail - one filled the Butt

Lat 59° 18' S  
Long act 28° 43' W

Thursday 27

107 Came with fresh gales from the S.W.  
Middle part more moderate Made sails  
 Latter part fine weather heading off S.W.

Long Lat 57° 58' S  
Long act 28° 12' W

Friday 28

108 First part of this 24 hours moderate breezes from N.W.  
Middle and latter part fresh gales with rain or hail and snow

Lat 52° 58' S  
Long act 29° 12'

109 Saturday 29

Came with fresh breezes from N.W. with rain ship steering West at 5 P.M. wore ship to the North and Made sail  
Middle and latter part about the same

Lat 57° 24' S  
Long act 24° 32' W



Ship. Helen. Augusta, of New-Port R.I

- 110 Sunday March 30<sup>th</sup> L 18.59  
 first part of this 24 fresh breezes  
 from the N.W. P.M.  
 Middle part wind hauled to the  
 South latter part wind from the  
 West lying too under easy sail
- 111 Monday 31 Lat DR 57:25 S  
 Long act 78:12  
 All this day strong winds from West  
 to North with hail, rain and snow  
 trying to get N.W.
- 112 Tuesday April 1: 1854  
 Comm with fresh gales from the  
 West  
 Middle and latter part strong gales  
 with slight rains. Sailing on different  
 tacks
- 113 Wednesday 2 Lat obs 56:51 S  
 Long act 75:20 W  
 Beginning with heavy gales from the  
 N.W. P.M. Sailing too heavy. South  
 Middle part more moderate  
 latter part quite moderate broke  
 out for water
- 114 Thursday 3 Lat obs 57:14 S  
 Long com 74:42 W  
 First part fresh breezes from North  
 Middle fresh gales  
 latter part more moderate made  
 sail
- 115 Friday 4 Lat obs 55:20 S  
 Long act 78:10 W  
 Comm light breezes from the N.W.  
 Middle and latter part wind hauled  
 to the S.W. and moderated
- 116 Saturday 5 Lat obs 53:40 S  
 Long act 78:40 W  
 First part of this 24 hours fresh  
 breezes from the N.W. P.M. steering  
 by heading North at 2 P.M. carried  
 away the rib boom, and made a few  
 one bent a new rib. Middle and  
 latter part frequent squalls



# Nathaniel's Tales Master Putnam's Borne

- 117 Sunday 6  
All this day fresh breezes from N.W.  
with fog ship steering by to the N.W.
- 118 Monday 7  
Com<sup>m</sup> with light baffling winds with  
fog Middle and latter part fresh breezes  
with rain
- 119 Tuesday 8  
Begins with fresh breezes from the N.W.  
standing on the weather tack with thick  
fog Middle and latter part light airs  
and calms Lat 45 54 43 S
- 120 Wednesday 9  
First and Middle part light airs and  
calms latter part rain hauled to  
the S.E. with cloudy weather steering  
N.W. Lat 45 50 06 S  
Long 80 79 West
- 121 Thursday 10  
throughout this 24 hours fresh breezes  
from the N.E. Lat 45 51 42
- 122 Friday 11  
Begins with fresh breezes from  
the N.W. with rain  
Middle part wind from the South  
latter part wind from the N.E.  
ship steering both West pleasant weather Lat 45 50 37 S  
Long 80 36 W
- 123 Saturday 12  
Com<sup>m</sup> fresh breezes from N.E.  
with slight rain  
Middle and latter part thick  
Weather broke out for water  
and coal Lat 45 48 53 S  
Long 80 54 West
- 124 Sunday 13  
First part wind from the N.E.  
with rain heading N.W.  
Middle and latter part variable  
winds from N.W. to S.W. Lat 45 47 53 S  
Long 80 59 00 W



Ship. U.S. Augusta. of New York R.I.

125 Monday April 14 1851

first part of this 24 hours fresh breezes from the S.E. steering North Middle part wind from the East latter part wind from the North

Lat obs 45 38

126 Tuesday 15

Com's light air from the North with lower weather Middle and latter part Wind from the E.N.E. ship steering North

Lat obs 44 47 S

127 Wednesday 16

throughout this 24 hours light variable steering to the North

Lat obs 43 30 S

128

Thursday 17

first part of this 24 hours light winds and calms with squalls of rain Middle part clear latter part squally with rain Employed Heaving sails

Lat obs 42 52

129

Friday 18

first and middle part light winds from N.W. and cloudy latter part pleasant steering 178 S. a ship Bound South

130

Saturday 19

Begins with fresh winds from the N.W. Middle part fresh gales latter part fresh breezes from the West steering N by East

Lat DR 40 00 S  
Long act 74 30 W

131

Sunday 20

Com's light winds and calms with pleasant weather Middle part cloudy latter part clear and pleasant steering North

Lat obs 39 48 S  
Long obs 75 24 W



# Nathaniel Bates Master Putnam Borne

Monday 21

132 comm<sup>d</sup> light air from the West with pleasant weather  
Middle and Latter part squally ship steering North

133

Tuesday 22

first part of this Day light winds from South with frequent squalls of rain  
Middle part calm  
Latter part light air

Lat 06 37.12 S  
Long

134

Wednesday 23

throughout this 24 hours light air from the S.W. saw land. Spoke the Barque Statira of Barbados 29 months out 11.50 of steam ship steering for the head of the harbor of Takahuna  
Employed painting ship

135

Thursday 24

Breeze and Middle part fine pleasant weather  
Latter part fresh breezes from the North ship steering in for the head of the harbor

136

Friday 25

Begins with fresh breezes from the North at half past 2 entered the Mouth of the passage at 5 came to anchor in 9 fathoms of water

137

Saturday 26

cleaned the Decks and prepared to send down the fore topmast

138

Sunday 27

Variable weather one watch ashore on Liberty

139

Monday 28

this Day pleasant sent Down the fore topmast to fix the Brass



Ship Helen Augusta of New Port S. I.

140 Tuesday April 29 D 1851

Throughout this day pleasant weather Employed watering ship and sending up the topmast

141 Wednesday 30

pleasant. Employed watering ship

142 Thursday May 1

Received on board some potatoes and sheep and tunkers

143 Friday 2

Corn<sup>er</sup> with light pleasant weather getting ready for sea at 4 PM got under way and proceeded to sea Middle and latter part light air steering of from the Laric

144 Saturday 3

Begins with strong breezes from the North steering by heading W. N. W. Middle and latter part heavy gales with rain

145 Sunday 4

first part of day 24 hours strong gales from the North with rain Laying too under close reefed the top sail Middle and latter part moderate Made sail

146 Monday 5

This comes in with strong gales from the North with rain Middle part gale increased Latter part more Moderate

147 Tuesday 6

Corn<sup>er</sup> with strong gales from North with rain Middle and latter part more Moderate trying to get North



# Nathaniel Piles Master Bound to Sandwich Islands

- 148 Wednesday 7  
This day come in with light winds and pleasant ship trying to get both Middle part again  
Satter part wind veered to the N.E.
- 149 Thursday 8  
All this Day light winds from the N.E. Middle and Satter part on Different tacks
- 150 Friday 9  
Continues light winds from the North and pleasant ship on Different tacks
- 151 Saturday 10  
Throughout this 24 hours fresh breezes from the S.E. with pleasant weather ship steering N.W.
- 152 Sunday 11  
Continues with wind from the S.E. and pleasant steering N.W.
- 153 Monday 12  
All this Day fresh breezes from the S.E. steering N.W. Lat 06 33:19 S
- 154 Tuesday 13  
wind still from the S.E. and pleasant ship steering N.W.  
Employed painting house and Monkey rail
- 155 Wednesday 14  
Continues S.E. winds and pleasant steering N.W. Employed painting
- 156 Thursday 15  
All this Day fresh S.E. trades Employed painting
- 157 Friday 16  
First and Middle part fresh trades from S.E.  
Satter part hauled to the E.N.E. S.E. ends steering N.W.



# Ship Helen Augusta of New Port, R.I.

- 158 Saturday May 17 A 1851  
Com<sup>rs</sup> fresh S.E. trades and pleasant steering N.W. 1/2 W. parted the other boats painted them all
- 159 Sunday 18  
First part fresh breezes from the S.E. Middle and latter part variables with slight rain Satt obs 20 31 S
- 160 Monday 19  
Com<sup>rs</sup> with fresh breezes from the East with passing clouds steering Middle and latter part light winds ship steering N.W. 1/2 S. W. Satt obs 15 23 S
- 161 Tuesday 20  
Throughout this day fresh breezes with light rain steering N.W. 1/2 W.
- 162 Wednesday 21  
First part light air and calm with rain Middle part light from N.E. Latter part fresh S.E. winds with rain Satt obs 15 42
- 163 Thursday 22  
Com<sup>rs</sup> with fresh breezes from S.E. steering N.W. 1/2 W. with pleasant weather Employee mending sails
- 164 Friday 23  
All this 24 hours fresh S.E. trades ship steering N.W. 1/2 W. Employee mending sails and sundry other jobs Satt obs 14 56 S
- 165 Saturday 24  
Throughout this 24 hours light S.E. trades with passing clouds Employee mending sails and sundry other jobs So Ends Ship steering N.W. 1/2 W. Satt obs 13 30



Nathaniel Fales Master Beacon for Sandwich Islands

Sunday May 25<sup>th</sup> 1851

166 Still fresh S.E. trades are pleasant  
steering N.W. by W. Lat obs 15.42 S

167 Monday 26  
Continues fresh trades from S.E. steering  
N.W. by W. Employed in Sundry Jobs

168 Tuesday 27  
All this day light winds from S.E.  
and pleasant steering N.W. Lat obs 8.13 S

169 Wednesday 28  
throughout this day light wind from  
S.E. with pleasant weather steering N.W. Lat obs 7.38 S

170 Thursday 29  
this day about the same as  
yesterday nothing new

171 Friday 30  
Begins with light airs and calms  
middle and latter part moderate  
breezes Employed at various Jobs Lat obs 5.50 Lat  
Long act 107.14 W

172 Saturday 31  
All this day moderate breezes from  
S.E. steering N.W. Employed at  
various Jobs Lat obs 3.50

173 Sunday June 1  
Comm<sup>es</sup> with light S.E. winds and  
pleasant weather steering N.W.  
middle and latter part wind  
hauled more to the East Lat obs 2.14 S

174 Monday 2  
first part of this day light breezes  
from the East  
middle and latter part wind  
hauled to the N.E. so ends  
steering N.W. Lat obs 9.00 S



Ship Helen August of New Port R.I.

- 175 Tuesday June 3 1854  
Throughout this day light airs from  
S.E. with pleasant weather steering  
N.W. Employed in Sundry Jobs Sate obs 00 14 N
- 176 Wednesday 4  
All this 24 wind from the S.E.  
to South with pleasant weather  
ship steering N.W. Sate obs 01 39 N
- 177 Thursday 5  
Come with light S.E. winds steering  
N.W. Middle and latter part  
wind hauled to the S.W. with  
passing clouds Sate obs 03 05 N
- 178 Friday 6  
First part of this day light winds  
from the S.W. Middle and  
latter part wind from the  
South and Moderate Sate obs 08 21 N
- 179 Saturday 7  
light winds from the S.W.  
Middle and latter part winds  
happening ship steering N.W. Sate obs 05 40 N
- 180 Sunday 8  
All this day light airs from the  
S.W. and cloudy with rain. Sate obs 07 19 N
- 181 Monday 9  
throughout this 24 hours wind  
from the South to East with  
squalls of rain ship steering  
N.W. by N Sate DR 08 10
- 182 Tuesday 10  
all this 24 hours light breezes  
from the S.W. with squalls of  
rain steering N.W. by N Sate DR 09 50



Nathanial Gales Master. Bound to Sandwich Islands

- 183 Wednesday 11  
 Calm with light B. & E. winds  
 and plenty of rain  
 Middle and Latter part thick  
 ship steering N. by E. Lat. 09 49 N
- 184 Thursday 12  
 throughout this 24 hours light air  
 and calms with plenty of rain  
 steering N. by E. Lat. 10 48 N
- 185 Friday 13  
 All this 24 hours light air from  
 the S.W. steering N. by E. Lat.
- 186 Saturday 14  
 throughout this 24 hours fresh  
 winds from the N.W. steering N. by E. Lat. obs 11:00
- 187 Sunday 15  
 Continues fresh N.E. trade ship  
 steering N. by E. Lat. obs 11 47 N
- 188 Monday 16  
 Brisk trades from the N.E. ship  
 steering N. by E. Employed in survey Sols Lat. obs 12 41 N
- 189 Tuesday 17  
 All this day Brisk N.E. trades  
 steering N. by E. Employed at various  
 Sols Lat. obs 13 53 N
- 190 Wednesday 18  
 the same as yesterday Lat. obs 13 38 N  
 Long crew 13 19 W
- 191 Thursday 19  
 All this 24 hours fresh N.E.  
 trades ship steering N. by E.  
 under all sail Employed braking  
 out for water to fill the  
 Butt Lat. obs 14 09 N



# Ship Helen Augusta of New Port R.I.

192

Friday June 20<sup>th</sup> 1851

Comes with brisk N.E. trades  
steering N.W. by N. Middle and latter  
part squally with rain

Lat obs 15° 05' 43"

193

Saturday 21

throughout this 24 hours brisk  
trades from the N.E. with squalls  
of rain ship steering N.W. by N.  
Employed filling the Butt

Long run 137.12 W

Lat DR 16° 28' 10"

Long act 146° 05' W

194

Sunday 22

Continues fresh N.E. trades steering  
N.W. by N. & W. with frequent squalls  
of rain.

Lat obs 17° 48' 41"

Long run 142° 45' W

195

Monday 23

All the same as yesterday

Lat obs 19° 33'

Long act 152° 25' W

196

Tuesday 24

Comes fresh N.E. trades and squally  
steering N.W. by N. at 10 A.M. saw  
the Island of Owhyhee Dist 80 miles

197

Wednesday 25

All this day fresh trades and squally  
steering N.W. by N. at Day light saw the  
Island of Howhee Dist 30 miles

198

Thursday 26

Comes with fresh N.E. trades  
steering N.W. by N. at 11 A.M. took in  
the steering sails and top gallant  
sails at Meridian sent the  
boat ashore at Mookoo

199

Friday 27

Begins Laying off and on at Mookoo  
at 6 A.M. kept off for the Island  
of Attuway Latter part near the  
Island

200

Saturday 28

Comes in with fresh N.E. trades  
to the Island Laying off and on  
for hogs and fowls and other  
recruits got of hogs and sweet  
potatoes



# Nathaniel Pales Master Borne to Sandarch Islands

201

Sunday June 29 A 1851

pleasant with N.E. trades steering  
Down past Attuie Parhou 3 Natives  
swam up to the boat and we took the  
on board So End

202

Monday 30

All this day S.E. winds and pleasant ship  
steering S.W. Employed in Lundry Sols

Satt obs 26 41 N

203

Tuesday 1

throughout this 24 hours light S.E.  
winds and pleasant steering S.W. by N.

204

Wednesday 2

Calm with light S.E. trades steering  
S.W. by N. at 4 P.M. saw sperm whales  
toward the boats without success

Satt obs 30.28 N

205

Thursday 3

fine weather and light air

206

Friday 4

First part of this 24 hours light  
Easterly winds saw blackbirds did not  
lower middle and latter part fine  
weather Moderate the day for  
gun Country by Roast Pig and plumb  
Duff ship steering S.W. by N.

Satt obs 32.30 N

207

Saturday 5

throughout this 24 hours light  
winds from the South steering  
N.W. W. saw Surfers

Satt obs 34.00 N

208

Sunday 6

fine pleasant pleasant weather  
throughout the day saw killers  
ship steering N.W. W.

Satt obs 35.29 N

209

Monday 7

Calm with light air and calm with  
pleasant weather steering N.W. W.  
Middle part much the same  
Latter part Moderate breezes with  
hazy weather

Satt obs 36.53 N



Ship Helen Augusta of New Port R.I.

210

Tuesday July 8. 1851

Dist and Middle part of this 24 hours Moderate wind from the S.E. with light squalls of rain

Satter part strong breezes with rain ship steering N.W. by E

Lat 43 39.17 W

211

Wednesday 9

All this fresh breezes from the South with rain ship steering N.W. by E. H. under all sail

Lat 41 56 W

212

Thursday 10

All this 24 hours Moderate breezes from the South with thick fog

Lat 44.20

213

Friday 11

Comes light breezes from the South with thick fog Middle and Satter part much the same Killed the old sow and threw her overboard

Lat 46 48 W

214

Saturday 12

All this Day light breezes from the south and foggy weather steering N.W. by E.

Lat 50.00

215

Sunday 13

Comes with light winds from the south Middle and Satter part rain and fog

Lat 50.38 W

216

Monday 14

Begins with wind from the South with thick fog steering N.W. at 9 P.M. cleared up in spots saw the Fox Islands Dist 50 miles at 12 braced up to the Westward with the main gear a back at 3 A.M. hauld on a wire heading N.W. So ends with thick fog



Nathaniel Dales Master's BOUND to the Arctic Ocean

217

Tuesday 15  
First and middle part light airs  
from the West  
 Latter part fresh gales ship on  
Differant tacks heading N.W. by N.  
and S.E. Ends thick fog

218

Wednesday 16  
Comm<sup>d</sup> with light winds from the  
W. with foggy weather saw the land ten  
miles distant at 2 P.M. in between the  
oneymack and oneylasear kept of S.S.E.  
at 4<sup>th</sup> hauled to the S.W. with the head  
yards aback at 6 kept of for the  
passage So Ends

219

Thursday 17  
First part of this day calm and cloudy  
steering through the fog at 6 P.M.  
Got through the passage and hauled  
to middle and latter part light airs  
and calms ship steering N.W. by N.

220

Friday 18  
Begins with light airs and calms  
Middle part moderate breeze saw nite  
whales toward without success  
 Latter part fresh breezes with rain  
steering N.W. by N.

Sate obs 54.06 North  
Long am 70.50 West

Sate obs 55.40 North

221

Saturday 19  
All this day fresh breezes from the  
S.E. saw and toward for white  
whales without success ship steering  
N.W. by N.

222

Sunday 20  
Comm<sup>d</sup> with wind from the N.W. by N.  
steering S to the North saw nite  
whales but did not toward for them

Sate obs 58.13 North  
Long am 111.06 West

223

Monday 21  
First part of this 24 hours light  
winds from at 9 toward for white  
whales without success at Meridian  
toward for more So Ends



Ship. Helms. Augusta of New Port R.I.

224

Tuesday 22 D 1851

Came with light winds from the south saw whales bow and took one to the S. B. took him to the ship and prepared to but at 4 commenced eating at 9 finished eating and prepared to boil. So ended

225

Wednesday 23

First part strong breezes from the south commenced boiling kept the ship of steering N. W. found the whale to be green - stop boiling to give the Blubber a chance to Mellow. So ended with much fog.

226

Thursday 24

Throughout this day fresh breezes from the south steering N. W. Repaired the rigging. So ended

227

Friday 25

Came with light breezes from the south with some fog. Middle and latter part thick fog and rain. No whales

228

Saturday 26

All this day light winds from the south steering N. W. with rain and fog

229

Sunday 27

First and middle part light breezes from the south. at Meridian finished boiling. Latter part clear and pleasant. met the Land of Asia. So ended three ships in sight

230

Monday 28

first part of this day light variables and calm and pleasant working in towards the land at 7 AM spoke the Gladiator - Middle and latter part steering South by E. in company with the Gladiator and City of New Bedford



# Mathew's Tales Master Near the Arctic Ocean

231

Tuesday 29

All this day light airs from South.  
saw plenty of finbacks

232

Wednesday 30

Came on with strong breezes from the N.E.  
with fog and rain in company with  
the Gladiators and City steering by to  
the S.S.E. Middle part more moderate  
made more sail Latter part thick  
fog

Sat obs 58:58 1/2

233

Thursday 31

First part wind from East  
Middle part wind hauled to E.S.E.  
Latter part wind hauled back to the  
East the two ships in company So Ends Sat obs 58:20

234

Friday Aug 1

First part light breezes from the East  
Middle and Latter part strong breezes  
in company with the two ships steering  
south with thick fog

235

Saturday 2

Came on with light airs and calms trying  
to get to the S.E. in company with  
the Gladiators and City at 9 AM saw  
one toward for a while but did not  
make out what it was  
Middle and Latter part fine weather  
and light winds from the West

236

Sunday 3

Begins with light westerly winds at  
9 AM spoke the two ships and had a  
camb then kept on steering E.S.E.  
Middle and Latter part light airs and  
calms saw write whales Did not lower

237

Monday 4

First part of the 24 hours light  
breezes from N.W. Middle and Latter  
part light airs and calms saw and  
sawed for white whales  
without success So Ends



Ship Helen Augusta of New Port. R.I.

238

Tuesday August 5<sup>th</sup> 1852

Came with light airs from the West  
and pleasant saw plenty of fin backs  
and one white whale  
Middle and Latter part foggy the  
Island of St. Pauls in sight

239

Wednesday 6

Begins with light easterly winds  
Middle and Latter part light foggy  
saw plenty of fin backs  
the Island of St. Pauls in sight

240

Thursday 7

First part of this 24 hours light  
airs and calms saw one and found  
white whales struck and killed  
and sunk the whale Middle part  
strong gales Latter part more  
Moderate Made sail

241

Friday 8

Came with moderate breezes  
from the South saw whales  
bowed Partee and missed  
Middle and Latter part strong  
breezes with rain Ends with  
gales

242

Saturday 9

First and Middle part strong gales  
Latter part more Moderate  
Saw whales boward without  
success

Sunday 10

Begins with fresh breezes from the  
South saw white whales and the  
Gladstone Latter part kept off  
N.W. with thick weather

243

Monday 11

Came with light breezes from the S.E.  
with Moderate weather steering N.W.  
Latter part stowed down the oil  
that was in the tanks in the Main  
hold saw Goughs Island



# Nathaniel Fates. Master Near the Arctic Ocean

244

## Tuesday 12

First part of this 24 hours strong gales from the N.E. Middle part some rain Latter part more moderate

245

## Wednesday 13

Begins with fresh breezes from the S.E. with some fog steering by to N.W. Middle part fog at 11 AM saw St Lawrence's Island 6 miles ship steering for the straits

246

## Thursday 14

Continues fresh breezes from N.E. steering N.W. saw St Lawrence's Island 8 miles at 11 PM wore ship to the East at 2 wore back to the N.W. and made sail for the straits spoke the Alert of New London and the Philip Deland of Fairhaven who saw nothing in the Arctic for the last month so we concluded we would not go in at all therefore we kept off with them to the S.E. and gave up the Arctic for the season Concluded we would try Cape Thacher to see if we could do any thing there So End this day

247

## Friday 15

First part of this 24 hours light breezes with fog Middle and Latter part fog in company with the Philip Deland

Lat 63.38 N  
Long act 133.45

248

## Saturday 16

Continues with light breezes from N.W. steering S.W. Middle and Latter part cloudy Lost sight of the Philip Deland



Ship Helen Augusta of New Port R.

249

Sunday August 17. D 1851  
First part of this 24 hours fresh  
breezes from the N.W. steering  
S.W. by S. spoke the ship Arctic of  
Fairhaven 8 months out, no oil  
who reported the loss of the  
ship globe of New Bedford 9 months  
out & whales Middle and Latter  
part calms So ended this Day

250

Monday 18  
First and Middle part light airs  
and calms came with the Arctic  
Latter part thick fog

251

Tuesday 19  
Throughout this 24 hours light  
breezes from S.W. with thick fog.  
Employed fitting the spare boat for  
whaling

252

Wednesday 20  
Continues light breezes from  
S.W. steering to S.S.E.  
Middle and Latter part wind  
hauled to S.E. kept the ship  
of N.S.W.

253

Thursday 21  
All this Day fresh breezes from  
N.E. steering S.W. by N. with fog

254

Friday 22  
Throughout this 24 hours thick  
fog and rain with variables from  
S.E. trying to get South

255

Saturday 23  
First and Middle part of this  
24 hours light breezes from East  
with fog  
Latter part light airs and calms



Jonathan Folger Master Borne in Fort

256

Sunday 24  
Com<sup>as</sup> with light air and calms  
Middle and Latter fresh breezes  
from the North steering N by S

257

Monday 25  
Begins with gales from the West with  
thick weather  
Middle part much the same  
Latter part more Moderate Made  
sail saw Kamscatta mount Bearing West  
Dist 58 miles

258

Tuesday 26  
First part of this 24 hours calms  
Middle part light air from the S by P  
Latter part calms the Land still in  
sight Employed mending sails

259

Wednesday 27  
Begins with calms and pleasant  
Weather Employed mending sails  
Middle part light breezes from N. N. E.  
steering to the N. W. So Ende on  
different tacks Land in sight

260

Thursday 28  
Com<sup>as</sup> with fresh breezes from the  
N. E. steering S. E. Middle part  
fresh gales saw sulphur Bottoms  
at 5 AM saw Bearins Island  
bearing S. E. Dist 30 miles So Ende  
steering for the Island

261

Friday 29  
Continues fresh breezes from the  
N. E. at 5 PM sent a boat  
ashore to fish the boat returned  
and found no fish kept off S. E. saw  
humpbacks Middle and Latter part  
fine Weather

262

Saturday 30  
Com<sup>as</sup> with wind from the N. W.  
steering S. E. Employed mending sails  
Middle and Latter part fine Weather  
Saw the Ship General Pike and  
Aligib Done nothing this season



Ship Helen Augusta of New York

263

Sunday August 31 1851

Came on with light breezes from the N.E. steering by heading to the East. Middle part squally with rain took in sail for the night at day light made sail - spoke the Ship Jane of Hobartstown 7 months out 400 barrels Latter part fine weather Lat 46 52 36 W

264

Monday Sept 1

Brought on middle part cloudy with light winds from the E.N.E. ship steering by to the Eastward

265

Tuesday 2

Begins with fresh breezes from the N.E. steering S.E. Middle part breezes freshen and sight of the Jane Latter part squally with rain So Ends

266

Wednesday 3

All this 24 hours breezes from the N.W. 4/4 and thick weather Employed in sundry jobs ship steering S.E.

267

Thursday 4

Throughout this 24 hours light variable and weather thick and clear ship steering E.S.E.

268

Friday 5

All this 24 hours wind from S.S.W. with (boud) weather ship steering by to the E.S.E.

269

Saturday 6

Came on calms and overcast Middle and latter light breezes from N.N.E. ship steering E.S.E. with fog.



Nathaniel Pales Master Bound to Lanchurch Islands

270

Sunday Sept. 7. 1857

Came <sup>us</sup> light air from the South  
Middle and Latter parts wing hauled  
to the West ship steering E. S. E.

271

Monday 8

Throughout this day hours fresh breezes  
from the West with frequent squalls  
ship steering E. by S.

272

Tuesday 9

First part of this day fresh breezes from  
the West Middle and Latter part  
came from the South steering S. to the  
Eastward with fog and rain

273

Wednesday 10

Begins with fresh breezes from the  
South steering S. bearing East  
Middle part fresh gales  
Latter part much rain course  
per compass E. S. E.

274

Thursday 11

Came <sup>us</sup> more moderate Made  
sail or bent a topmast stay sail  
and bent a new one and repaired  
the fore topgallant sails

275

Friday 12

First and Middle part light  
breezes from the West Latter  
part fresh breezes from the  
E. S. E. Took out the Larboard  
try sheet and Made the Holes  
smaller So Ends this Day



Ship Helen Augusta. of New York

276

Saturday Sept 13. 1851

Throughout this day fresh breezes from the West this day the Captain called all hands aft and told them that he had not lived the life of a Christian but for the future he meant to live the life of one and then should be meeting for the first time on Sunday So Ends

277

Sunday 14

Com<sup>m</sup> fresh breezes from the S.W. with rain. Middle and latter part fine pleasant weather steering E.S.E. per compass had the meeting in the cabin for the first time this voyage two men got a fighting and were put in irons

278

Monday 15

First part of this day light breezes from the S.W. steering E.S.E. Brought the men and sent them to their duty again in the latter part fresh breezes So Ends

279

Tuesday 16

Throughout this day fresh breezes from the West employed Rattling Down Riggin

280

Wednesday 17

Com<sup>m</sup> with light breezes from the South Middle part going heeled to the S.W. finished Rattling Down the Riggin Cours per compass S.E. by E. Thursday 18

281

Begins with moderate winds from the N.E. steering S.E. Employed on the Riggin and Sundry other jobs



Nathaniel Piles Master Borne to the. Sandwich Island

82

Friday. Sept. 19

First one mile

part of this 24 light winds from  
all points of the compass accompanied  
with rain. Latter part spoke the  
Barque fellows of Monctown one  
year out. 100. Employed taring Down Higgins

Satt ob 32:24 Ver

83

Saturday. 20

Song act 15:00 Ver

All this 24 hour light winds from  
the N. W. Ship in company with  
the Barque fellows. Steering  
S. S. E. finished taring Down Higgins

Satt Ob 31:39 Ver

84

Sunday 21

Continues light air from the N. W.  
steering S. E. by S. in company with  
the Barque Capt. Penckton came  
on board to meeting. Prayer and  
conference as usual

Satt. Ob 31:01 V

85

Monday 22

Throughout this day light  
variables Employed painting ship

Satt Ob 29:45 V

86

Tuesday 23

Came fresh breezes from N. E.  
steering S. S. E. Middle and Latter  
part light air, and calm  
trying to get South

Satt 28:56 V

87

Wednesday 24

Throughout this 24 hours light  
baffling winds from the S. E.  
to South Employed painting ship  
So ends slight rains

Satt Ob 28:35 V

88

Thursday 25

Came fresh breezes from S. E.  
with light squalls of rain steering  
by heading S. S. W. Middle and  
Latter part wind more from the  
East finished painting ship

Satt Ob 29:01



# Ship Helen Augusta of New York

289

Friday September 26. D 1852

First and Middle  
part fresh breezes from the East  
by S. steering by heading S. S. E.  
at 3. A.M. parted the fore top  
gallant backstay latter part  
wind hauled from S. E. So Ends

Lat 35 56 N  
Long 154 48 W

290

Saturday 27

Throughout this 24 hours fresh breezes  
from the East steering by to the South  
All hands employed washing and mending  
Close So Ends

Lat 34 46

291

Sunday 28

Continues fresh breezes from the East  
latter part wind from E. N. E. steering  
by to the south Prayer and conference  
Meeting as usual So Ends

3399

292

Monday 29

Begins with fresh breezes from  
E. N. E. steering by heading S. S. E.  
With frequent squalls of rain  
Middle and latter part much the  
same Saw the Island of Owayhee  
Dist. 80.

293

Tuesday 30

Throughout this 24 hours fresh  
breezes from the East steering for  
Owayhee Dist 40 miles Middle  
and latter part fresh breezes trying  
to get East

294

Wednesday Oct 1st

fresh breezes from the East beating  
up to the 1/2 part of the Island  
Middle and latter part squalls  
and we did not go in to Wharve  
kept off and steered for Heahoo

295

Thursday 2

Continues fresh breezes steering  
Down by Mohoe at 10 P.M. saw  
Oahu at 40 A.M. came to anchor  
in woodoo out side the Bar  
in 20 fathoms water



Nathaniel Bates Master. Bound to Sandwich Islands

Friday Oct. 3 D 1850

296

Com<sup>ms</sup> fresh  
V. E. trader Laying to anchor outside  
the bar - at 5 AM took the anchor  
and Pilot onboard and proceeded to  
the anchorage in side Hoard in  
4 fathoms water So Ends

Saturday 4

297

this Day is like all the rest when  
in port. one thing over and over again  
one watch goes on shore and the  
other works on board. therefore  
I shall lump the whole time  
in port.

This time we had a  
meeting on board and it was  
attended by Lays from the shore  
and had a number of churchmen to  
make us a visit from the shore

308

Wednesday 15.

fine weather all hands employed  
unmanning ship and getting ready  
for sea. the Meridian the Pilot  
came onboard and proceeded to sea

309

Thursday 16.

at this day fresh V. E. trader steering  
by the wind to the S. E. with  
pleasant weather with the Island  
of Morrito and Rainia in sight

Friday 17

310

this Day Laying off and on at  
Wahoo. at Meridian of the  
passage So Ends off and on  
Waiting for the Captain



Ship. Helen Augusta of New Port  
Saturday Oct. 18. .D. 1851

311

Corn<sup>as</sup> with fresh N.E. trades laying  
off and on off the Mouth of the  
passage at Evening prayer and  
Comforance Meeting in the Cabin

312

Sunday 19  
First part of this day light N.E.  
breezes at 1. P.M. The Boat returned  
and fetched off 9 Men that had run  
away - then Capt. Mr Rogers  
and Soors, and Mr Castle to go  
with out for a short time for this  
health kept of the Ship. There  
put the Run aways in the Beggins and  
in flicker an them at 12  
hauled to the south under Easy Sack

313

Monday 20  
Corn<sup>as</sup> with light airs and calms  
from the South steering for  
Whivai at 11 AM sent the  
Boat ashore with the Capt. Mr  
Rogers and son So Ends, Laying off  
and on

314

Tuesday 21  
Begins with light winds from  
the South standing on different  
tracks - the Capt on shore  
Middle and latter part Muten  
the Same

315

Wednesday 22  
Corn<sup>as</sup> light breezes from the South  
Laying off and on - at sun set  
took in sail to a whole the sail  
at 12 heavy squalls of rain  
at 3 the sent the Boat ashore  
with a Cog and young. Low  
to trade for other Beggys So End  
Laying off and on



## Nathaniel Pales Master

316

Thursday 23

All this 24 hours light breeze from all around the compass - Boat returned from shore Brought off 32 hogs & quarters of Beef onions, fowls - and wood & Cords Laying off and on

317

Friday 24

First part of this 24 hours light variables laying off and on - at 10 A.M. finished trading and made sail and commenced Beating to the North

318

Saturday 25

Commenced fresh N.E. trades Beating up to the windward of the Island with 8 Passengers on board Latter part light airs So Ends

319

Sunday 26

Begins with light N.E. steering to heading to E.S.E. Latter part Calms So Ends this Day

320

Monday 27

Calms all Day saw the Island of Waahoo 12 miles Dist

321

Tuesday 28

All this Day light airs and Calms trying to get E.S.E. Waahoo Bearing E.S.E. Dist 12 miles

322

Wednesday 29

First and Middle part Calms the Island of Tarrivie, Waahoo and Attuore still in sight Dist 30 Miles Latter part light airs from the N.E.

323

Thursday 30

Begins with fresh N.E. trades on Differant tracks At 10 A.M. Barkers point bore N.N.E. Dist 18 Miles At 9 A.M. almost at the passage sent a boat in - and shipped a Cook



# Ship Helen Augusta of New Port

324

Friday Oct. 31 AD 1851  
Com<sup>as</sup> fresh N.E. trades Sailing  
off and on at Wahoo Middle part  
squally latter part light airs  
and calms So Ends this Day

325

Saturday Nov<sup>mber</sup> 1  
First part of the 24 hours light  
airs and calms Rainia Moritoi  
and Mozee in sight - at 5 PM  
were Ship to N.W. Middle and  
latter part fresh trades from  
the N.E. at Meridian sent a  
Boat ashore So Ends of and on

326

Sunday 2  
Com<sup>as</sup> with pleasant weather  
Brother Edward came on board  
and spent the Day and Night with  
me

327

Monday 3  
Pleasant weather Sailing off and  
on out side of the Bar Waiting  
for the Mail to arrive from  
the United States So Ends

328

Tuesday 4  
All this Day light breezes from  
N.E. Sailing off and on out side  
the Bar - sent the Boat on  
shore for Letters the Boat  
returned with Letters for the  
Doctor and one of the  
Boatsteers - kept the Ship  
of W.S.W. So Ends this Day

329

Wednesday 5  
Com<sup>as</sup> with light winds from the  
N.E. steering W.S.W. Middle  
and latter part light airs and  
calms the North point of  
Wahoo Bearing N.E. Dist. 15  
15 Miles So Ends setting up  
Main stay and Back stay and  
topmast Rigger So Ends



Nathaniel Bales Master Sandwich Islands

330 Thursd<sup>y</sup> November 6<sup>th</sup> 1851

first part of this 24 hours light breezes from N.E. steering to the W.P. Under all sails at Day light sent A Boat ashore at Ahurea So Gines Laying off and on

331 Friday 7

Begins with fresh N.E. trades laying off and on at 3 P.M. the Boat returned then made sail and hauled on the Wind to S.E. Beating up for the Weather part of the Island Middle and latter part fine pleasant Weather &c &c

332 Saturday 8

Throughout this 24 hours fresh breezes from N.E. Beating up to the Windward saw one ship Beating also Broke out for Water

333 Sunday 9 10 Months

Come as fresh breezes from N.E. beating up to the Windward saw A ship trying to get to the Windward Middle and latter part Much the same

334 Monday 10

first part of this 24 hours fresh breezes from the E.N.E. steering by to N.E. Middle and latter part light airs from the South steering by on Luffenant. tacks Waahoo still in sight

335 Tuesday 11

Begins with light winds from the South steering by the Wind to the Eastward Middle part Strong breezes accompanied with rain took in sail to Double reefed top sails for the light Middle and latter part strong breezes



Ship *Helen Augusta* of New Port P.I.

336

Wednesday November 12 D 1851

First and Middle part strong breezes laying off and on at Waahoo with frequent squalls of rain Middle and Latter part light and pleasant

William Babcock run A Way

337

Thursday 13

All this Day fresh breezes from the N.E. steering by to the W. by N Middle part saw Parure Dist 40 Miles So Ends

338

Friday 14

Com<sup>ms</sup> fresh breezes from the N.E. steering by heading N.W. Middle and Latter part strong breezes with frequent squalls of rain sent Down the Royal Yards So Ends this Day

339

Saturday 15

First part fresh breezes with slight squalls Middle and Latter part fresh gales with much rain Employed Mending Sails between squalls

340

Sunday 16

Com<sup>ms</sup> with strong breezes from the S.E. steering by with frequent squalls of rain Middle part some rain Latter part pleasant So Ends

341

Monday 17

First and Middle part fresh breezes from the N.E. steering by the Wind heading N.W. by N Middle and Latter part slight breezes and pleasant Weather So Ends this Day



Nathaniel Sales Master. Bound North A Boat

342

Tuesday Nov<sup>r</sup> 18<sup>th</sup> 1857

Begins with light breezes from the  
the N.E. steering by heading N.W. W.  
Employed mending sails Middle and  
latter part much the same

343

Wednesday 19

Continues fresh breezes from N.E. steering  
by the wind heading N.W. W. saw finbacks  
Middle and latter part fine weather  
wind from the East

345

Thursday 20

Com<sup>es</sup> fine weather with light winds  
from the East steering by heading North  
Middle and latter part much the  
same Employed mending sails

346

Friday 21

All this Dz light winds from the  
East steering by heading N.E. E.  
Employed mending sails and sundry other  
Jobs Ends with rain

347

Saturday 22

Com<sup>es</sup> fresh breezes from the  
South with much rain steering N.E. E.  
Middle part Moderate latter  
Strong breezes from the S.W.  
with thick weather steering E. by N.

348

Sunday 23

All this 24 hours fresh breezes  
from the S.W. with thick weather  
steering E by N. Carried away the  
thingy like stay and the quarter  
Block onto the main topsail yard

Ends 348 N

349

Monday 24

First part of this 24 hours fresh  
breezes from the S.S.W. with  
Cloudy weather steering E. by N.  
under short sail - Middle and  
latter part More Moderate  
Made sail. saw 1 ship steering  
East



of  
Ship Helen Augusta of New Port R.I

350

Tuesday November 25 A 1851  
Com a light wind from the South  
sent down the fore topmast, to  
Repair the Brass trees took in sail  
for the Night Middle and Latter  
part Much the same.

351

Wednesday 26  
First and Middle part fresh  
breezes from the N.E. Employed on  
the Cross trees - at 6 A.M. sent up  
the top Mast Middle and Latter  
part Employed on the topmast Lat 35.34 N

352

Thursday 27  
At 6 this 24 hours fresh breezes  
from the N.E. steering by heading E  
Employed setting up and fitting the  
top gallant Rigging Middle and  
Latter part Employed filling the  
Water Butt. So Ends

353

Friday 28  
First and Middle part fresh  
breezes from the N.E. steering by  
heading East. at 9 M tacked ship  
to the S.S.E. Middle and Latter  
part wind from the North  
Bent the fore top gallant sail

354

Saturday 29  
Begins with fresh breezes from  
the North steering North heading  
S.S.E. Employed in sundry jobs  
Middle and Latter part fresh  
Gales close reefed the topsails Lat 35.10 N

355

Sunday 30  
Strong gales from the North  
under close reefed topsails  
steering by heading S.E. at 3 M  
tacked ship to the North  
Wind from the East Lat 33.57  
Long 74.50 W



Nathaniel Bales Master Bound East in Shere

356

Monday December 1. D 1851

First part of this Day fresh breezes from the East with slight squalls steering by heading N. by E. Middle and Latter part light baffling winds Employed setting up the fore top gallant Backstays So Ends

357

Tuesday 2

First and Middle part of this 24 hours light Baffling winds trying to get to the Eastward Latter part wind from the N. W. W. Employed Braking out for Blacksmiths Coal and sundry other jobs

358

Wednesday 3

Came with Moderate winds from N. W. steering E. N. E. Middle and Latter fresh breezes Employed in sundry jobs So Ends this Day

359

Thursday 4

First part of this 24 hours fresh breezes from N. W. with frequent squalls of rain steering E. N. E. Middle and Latter part strong breezes with squalls So Ends

360

Friday 5

Begins with strong winds from the N. W. with frequent squalls of rain steering E. N. E. Middle and Latter part light winds from the N. E. So Ends

361

Saturday 6

First and Middle part light airs from the East at 3 PM tacked ship to the North Middle and Latter part wind from the S. S. E. steering by heading E. N. E.

Latt. 33 30 North



all  
Ship Helen Augustas of New York R I

362

Sunday December 7 D 1851  
throughout this 24 hours light breezes  
from S.E. with pleasant weather  
had a meeting in the Cabin as usual

363

Monday 8  
All this 24 hours light breezes from  
the S.E. with pleasant weather  
steering by heading E.N.E. Lat 33:38

364

Tuesday 9  
Continues fresh breezes from the  
S.E. steering by heading E.N.E.  
Ends with light airs and calms

365

Wednesday 10  
First part of this 24 hours light  
airs from the S.E. steering by  
heading E.N.E. Middle and latter  
part the wind hauled to the  
North Employed at sundry jobs

366

Thursday 11  
Comes fresh breezes from the S.E.  
steering by heading E.N.E. with thick  
weather Employed breaking oars to  
wake noon and fill the Boat Lat 34 00

367

Friday 12  
First part of this 24 fresh breezes  
from the N. with frequent  
squalls steering Middle part Rain  
So Ends Lat 32:47

368

Saturday 13  
Comes strong breezes from the  
East steering by heading S.E.  
South at P.M. took in sail to a  
choy needed - hove the ship  
too heading S.E. Middle  
latter part wind headed E.N.E.  
So Ends Lat 35 32 North  
Long 195.53 W



Nathaniel Sales Master Round North A Point

369

Sunday December 14. D 1851

Begins with fresh breezes from the  
E. N. E. heading S. S. E. at 7 P.M. wore  
ship to the So Ends this Day Lat by Obs 33° 00

370

Monday 15

Corn as fresh breezes from the East  
steering by heading S. E. by S. Middle  
and Latter part squalls with Rain

371

Tuesday 16

First and Middle part fresh breezes  
from the East with frequent squalls  
of rain steering by heading S. S. E.  
at 6 P.M. Doubled reefed the  
Top sails and wore ship to the  
N. E. Latter part wind from  
the South and pleasant So Ends  
Latitude 31° 59' Long 127° 13' W. 33

372

Wednesday 17

First and Middle part fine  
breezes from the North with pleasant  
Weather steering East under  
all sail Employed mending sails

373

Thursday 18

Corn as light breezes from the  
South steering by heading  
East saw a sun fish Middle  
and Latter Much the same

74

Friday 19

First part of this 24 hours light  
breezes from the S. S. E.  
Middle part wind S. W.  
steering East Latter part  
Wind from the West with passing  
clouds So Ends

375

Saturday 20

fresh breezes from the West steering  
East with good Weather Employed filling  
the Butt - this Day the Dog Died  
So Ends this Day



Ship Helen Augusta of New York B.S.

376

Sunday December 21 D 1851  
first part of this 24 hours  
fresh breezes from the West.  
steering E.N.E. under all sail  
Middle part Much the same  
at Day light saw the Island  
of Anguilla Bearing N.W.E.  
Dist 30 Miles Lat 28:30

377

Monday 22  
Begins with light air and calms  
the Island at 8 AM the Island  
still So Ends

378

Tuesday 23  
Comm with light breezes from the  
South steering by heading East  
With foggy weather Middle and  
latter part Much the same  
So Ends Lat 28:31 Long 117:18:30 W

379

Wednesday 24  
first and Middle part light air  
and calms with foggy weather steering  
by heading S.S.E. Employed scraping  
ship Middle and latter part  
light air from the South So Ends Lat 28:1 W

380

Thursday 25  
First part of this 24 hours light  
air from the South with foggy  
squalls steering by heading East  
at Day light saw the same  
Bearing E.N.E Dist 40 miles

381

Friday 26  
First and Middle part of this  
24 hours light breezes from the  
South steering by heading E.S.E.  
Middle and latter part the  
Land all in sight saw  
Blackfish and Humpbacks  
So Ends running Down the  
Lane



Mathias Pales Master Borne North A B Port

382

Saturday December 27 D 1857  
First part of this Day light breezes from  
the S. S. W. saw Blackfish toward and  
took 3 Mermaid saw Sperm whales  
toward and took 2. took the Whales to the  
ship and prepared for cutting So Ends

383

Sunday 28  
Com<sup>as</sup> with light breezes from the East  
at 8 A.M. commenced cutting at half past ten  
finished cutting and made sail on the ship  
steering South saw more Blackfish So Ends

384

Monday 29  
First part of this 24 hours fresh breezes  
from the East bearing South Middle  
part fresh gales fanned the Fore and  
Mizen top sail and wore ship to the North  
and set the Main spencer at 11 A.M. saw  
1 Dead Whale toward 1 Boat and took  
him along side and prepared for  
cutting So Ends this Day

385

Tuesday 30  
Com<sup>as</sup> fresh breezes from the South  
Employed cutting at 3 P.M. finished  
cutting and cleared up the Decks  
at 9 A.M. saw whales going quick  
to windward So Ends the ship  
one Lieutenant tacks

386

Wednesday 31  
First and Middle part strong breezes  
from the N. W. W. standing on Lieutenant  
tacks at 3 P.M. saw sperm whales  
toward the Boat took one and took  
him to the and prepared for cutting  
So Ends this Day

387

Thursday January 1  
continues Strong breezes from the  
N. W. W. at Day light commenced cutting at  
7 finished cutting and commenced boiling at 6 A.M.  
Saw one toward and took two and lost 5  
spouting Blood took two whales to the ship  
and cut in



Ship Helen Augusta of New Port B B

388

Friday January 2<sup>d</sup> 1852

Corn as fresh breezes from the North Employed cutting in the Whaler took in sail and left here under easy sail. Employed cleaning up the Decks at 10 A.M. Thomas Gordon and Thomas Kelley were Employed on the steam to onlast some spears when Kelley fell over board. A boat was sent as soon as possible and pulled for him but he went down before the Boat could reach he did not come up again the Boat picked up the Every thing Everything was saved Latter part saw some more Whales in company with the Serice Packham So Ends this Day Latt Long

389

Saturday 3

Corn as with fresh breezes from the North standing on Dishevant tack Employed cleaning up the Deck and Boiling Middle and Latter parts light airs. stored down 30 bbls of oil in the fore hold Ends pleasant

390

Sunday 4

first part of this 4 hours light airs from the North saw finbacks at 6 P.M. took in the fore and Mizen top sails and Downlee reefed the Main and Moreship to the East Middle and Latter part Much the same Employed Boiling So Ends

391

Monday 5

Corn as light airs and calms Employed boiling Middle part Much the same Latter part saw Blackish spoke the Barque Wm D Whetman of New London 400 spearm 14 Months out So Ends



# Nathaniel Pales Master on the Coast of California

392

Tuesday 6. 1852

Brought part of this 24 hours fresh  
lineers from the North steering by  
to the N<sup>W</sup> Middle and latter part  
part standing on different tacks  
the land dist 25 Miles. stowed  
down 65 of oil in the Togg hole  
So Ends saw a steamboat bound  
to San Francisco

393

Wednesday 7

Begins with fresh lineers from  
from the North standing on  
different tacks Employed  
in the Sunday Solo Saw plenty  
of black fish the ship  
William in sight sight  
So Ends

394

Thursday 8

Come light air and calms at 2 P.M.  
saw and toward for Black fish  
took five took them to the  
ship and hoisted them and  
preparation for to obtain the  
Blaker and cork

395

Friday Saturday 9

first and Middle part light air  
and calms saw and took 8  
took them to the ship and  
hoisted them Cleared up the  
Deer and Corn Boiling So Ends

396

Saturday 10

Begins with light air and  
calms saw sperm Whales  
saw and took one took him  
to the ship and started for  
cuttin at 6 o'clock cutting for  
10 finished cutting and commenced  
Boiling saw and toward took one  
took him along side So Ends  
this

Day



# Ship Helen August of New Port R.I

Sunday January 11<sup>th</sup> 1852

397

Came on with light breezes from the N.W. at 8 P.M. commenced putting up at 6 finished putting and clearing up the Decks Employed Boiling and Sweeping other Jobs

Monday 12

398

First part of this 24 hours light air and calms Middle and Latter part fresh the same Employed Cooks Light air from N.W.

Tuesday 13

399

Came on with light airs from the N.W. standing on Differant tack with the Land in sight Distant 24 Miles Middle and Latter part fresh breezes from N.E. to West Employed Boiling

400

Wednesday 14

First part of this 24 hours fresh breezes from the West took in sail for the night at 4 M. finished Boiling at Day light Made sail and wore ship to the south Middle and Latter part fresh breezes from West

401

Thursday 15

Begins with light air and calms Employed cooping the oil to stow Down between Decks in the fore hatch at 6 M. commenced stowing Down the oil at 10 M. finished stowing Down and washed up

402

Friday 16

First and Middle part of this 24 hours light air and calms saw Blackfish Employed Washing ship Middle and Latter part light air steering S.S.E. saw the ship Levi Starbuck to Windward



# Nathaniel Pales on the Coast of California

403

Saturday January 17 D 1852  
 Commenced with light breezes from the N.W.  
 steering to the S.E. saw Blackfish  
 Employed in sundry Jobs Middle and  
 Latter part Much the same - spoke  
 the Lewis Starbuck at Meridian steering  
 N.W. So Ends Lat 46° 25' 50 North

404

Sunday 18  
 Begins with light breezes from the  
 the S.W. saw Blackfish at 6 P.M.  
 took in sail for the night heading  
 E.S.E. Middle and Latter part fine  
 Weather saw supper Bottoms and  
 Blackfish So Ends heading E.N.E.  
 Lat 25° 38

405

Monday 19  
 First and Middle part of this 24  
 hours light breezes from the E.N.E.  
 heading N.W. under easy sail  
 Middle and Latter part calms  
 Caught A Sunfish So Ends

406

Tuesday 20  
 Begins with light airs and calms  
 standing on Differant tacks Middle  
 and Latter part Much the same  
 spoke the Barque Wm J. Wheaton  
 saw and howard for humpbacks  
 without success So Ends this Day

407

Wednesday 21  
 Commenced with light airs and calms  
 the land in sight Dist 25 Miles  
 Bearing East saw humpbacks  
 Caught A sunfish had him for  
 supper at sun set kept the  
 ship of heading S.E. Middle and Latter  
 pleasant saw Humpbacks So Ends

408

Thursday 22  
 First and Middle part of this 24  
 hours fine Weather steering S.E. saw  
 Humpbacks and Porpoises and finbacks  
 Middle and Latter part airs from North  
 steering S.S.E.



Ship Helen Augusta of New York P.S.

409

Friday January 23<sup>d</sup> 1852  
Comm<sup>d</sup> with pleasant still weather  
and light breezes from the North  
steering to the N.E. under all sail  
Employed in various jobs Middle and  
Latter part light air from the North  
hauled the ship to the N.W.

410

Saturday 24  
first and Middle part of this 24  
hours light from the N.W. steering  
by heading N.W. Employed making  
sperm can and baskets and nettings  
at 1<sup>st</sup> M. tacked ship N.W.

411

Sunday 25  
all this 24 hours light winds  
from the S.W. steering by heading N.E.  
Middle and latter part fine weather  
saw Blackfish and Humpbacks  
So Ends Lett by 06 23.4 3 North

412

Monday 26  
First and Middle part of this  
day light breezes from N.W. with  
fine weather steering by heading  
North at 1<sup>st</sup> we rose ship to the S.W.  
Latter part light air and calms  
saw Sulphur Bottoms and  
California Grays So Ends

413

Tuesday 27  
Comm<sup>d</sup> with light air and calms  
standing on Differant tacks Middle  
and Latter part calms saw Blackfish  
cowfish, humpbacks the land in sight

414

Wednesday 28  
First and Middle part light air  
and calms trying to get North  
saw and looked for Blackfish  
without Success  
Caught a Turtle



# Nathaniel Pales Master on the Coasts of California

15

Thursday Jan 29 D 1852

Come as light air from the West  
steering by heading N. N. W.  
Middle and Latter part fresh breezes  
from N. W. standing on Differeant  
tacks

16

Friday 30

Begins with fresh breezes from the  
North West steering by heading N. N. W.  
and N. by East saw Nothing Employed  
in sundry Jobs

17

Saturday 31

Come as with fresh breezes from the  
North steering by on Differeant tacks  
heading N. N. W. and N. N. E. at 5 A.M.  
saw a small Schooner steering S. S. E.  
Employed at various Jobs

18

Sunday February 1<sup>st</sup>

Come in with strong breezes from the  
N. W. steering by heading S. by East  
saw California Gulls and Humpback  
Latter part saw sperm whales going  
quick to the N. W. So Ends steering N. W.

19

Monday 2

First and Middle part light breezes  
from the N. W. with pleasant weather  
at 6 A.M. saw sperm whales toward  
all the Boats took 5 whales took  
them to the ship and prepared to  
cut them in so ends whales alone side

20

Tuesday 3

Come as fresh gales from the S. E. Employed  
cuttin in Middle and Latter part equally  
with rain under short sail heading to the  
S. W. Employed Boiling

21

Wednesday 4

Begins with fresh gales from the South  
with frequent squalls of rain at 6 A.M. set  
the fore and Mizen top sails Middle and  
Latter part more moderate saw whales  
going quick to the S. W. could not make  
out what they were Employed Boiling



Ship Helen Augusta of New York No 4

422

Thursday February 5 A 1852  
First and Middle part of this 24 hours  
light breezes from the S. W. with squalls  
of rain steering to S. W. by W. Latter  
part calms spoke the Barque Russell  
of San Francisco 14 Days out Bound for  
the Sandwich Islands Ends Boiling

423

Friday 6  
Com<sup>es</sup> with light breezes from the S. W.  
steering in for the Land Middle and  
latter part Much the same finished  
Boiling saw finbacks So Ends

424

Saturday 7  
First part of this 24 hours light  
breezes from the S. W. standing on  
different tacks Middle part fresh  
breezes at 6 A M commenced steering  
Down sail in the fore hold at 6 P. M.  
finished stowing down 90 bbls of spearm  
at sun set took in sail Latter part  
strong breezes from N. W. Spring too  
heading N. S. W. the Barque Russell still  
in sight So Ends

425

Sunday 8  
fresh breezes from the N. W. steering  
by heading in for the Land the Barque  
Russell still in company Left Boat  
Came on board and attend our Meeting  
Day and Evenings So Ends Left 26:00 North

426

Monday 9  
first and Middle part strong winds  
from the N. W. in company with the  
Barque Employed washing ship spoke  
the Ship Vile of San Francisco and  
Saturn Saphir of Haven So Ends

427

Tuesday 10  
this 24 hours commences with fresh breezes  
from N. W. steering S. E. on beat and rebeats to fore  
top sail Middle and Latter part Much the  
same Employed mending sails 3 Ships in  
sight



Nathaniel Poles Master on the Coast of California

428

Wednesday February 11 1852

first and Middle part fresh breezes  
from the N.W. standing on different  
tacks saw Blackfish heading in shore  
 Latter part light airs and calms  
Employed in sundry jobs

429

Thursday 12

Com<sup>as</sup> with light airs and calms on different  
tacks the Capt<sup>m</sup> quite sick to night  
with A Bad head ache Middle and  
Latter part much the same  
3 Ship in sight

430

Friday 13

first and Middle part light airs  
from N.W. and calms on different  
tacks Latter part light airs  
Employed in jobs So Ends this Day

431

Saturday 14

Throughout this 24 hours light  
airs from the North steering S.E.  
spoke the Ship Election of New London  
from Magdalena Bay Malcoia  
Sent up the Royal yards saw  
Blackfish So Ends heading in shore

432

Sunday 15

Com<sup>as</sup> with light airs from the  
North steering S.E. at Meridian  
saw sperm whales going to the  
N.W. Middle and latter part much  
the same hauled the ship to the  
line heading to the North So Ends

433

Monday 16

first and Middle part of this 24  
hours light breezes from the N.W.  
steering by on different tacks  
Latter part strong breezes  
steering S.E. So Ends



Ship Helen Augusta of New York P.S.

434

Tuesday February 17. D. 1852

first and Middle part strong breezes  
from N.W. steering S.E. saw Humphreys  
employed breaking out to make room  
at Day light saw Cap St Lucas  
So Ends this Day

435

Wednesday 18

fresh breezes from the N.W. steering  
Down by the land. at 2 P.M. went  
ashore and brought off 1 Bullock  
So Ends laying off and on at the Cape  
Saint Lucas

436

Thursday 19

comes with strong breezes from  
N.W. at 2 P.M. made sail and kept  
off S.S.W. this day killed the Bullock  
Middle and Latter part much the  
same So Ends Borne in to port

437

Friday 20

first part of this 24 hours fresh  
breezes from the N.W. steering to  
S.S.W. under all sail, Middle  
and Latter part light baffling  
winds Employed bending the top  
Gallant sail So Ends

438

Saturday 21

Begins with light winds from  
the N.W. steering by to the  
S.W. Middle and Latter part  
light winds from the N.E.  
Made all sail and set steering  
sails So Ends steering N.W. S

439

Sunday 22

continues light breezes from  
N.E. with pleasant weather  
steering N.W. S Middle and  
Latter part much the same



Nathaniel Bales Master on the coast of California

440 Monday February 23<sup>d</sup> 1852

first part of this 24 hours strong breezes  
from N.E. steering W. by S. Middle and  
Latter part thick with rain Employed  
in Sundry Jobs

Tuesday 24  
Fresh N.E. trades with thick Misty  
Weather steering W. by S. under all sail  
Middle and Latter part light airs and  
Calms So Ends this Day

441 Wednesday 25  
Comes wind from the N.W. with rain  
Mighty part light half being winds  
Latter part fine weather with light  
winds So Ends this Day

442 Thursday 26  
First and Middle part of this  
Day light breezes from the N.W.  
steering by heading to the W. S. W.  
with pleasant weather Middle and  
Latter part wind from the North  
steering W. by S. variously Employed

443 Friday 27  
Comes fine pleasant weather with  
light trades from the North with  
passing clouds Middle and Latter  
part wind hauled to the N.E.

Satt 17.48 Long 127.19 West

444 Saturday 28  
All this 24 hours fresh N.E. trades  
steering W. half South Employed  
Making Gaskets So Ends this 24 hours

445 Sunday 29  
continues fresh breezes from the  
N.E. with passing clouds Middle  
and Latter part much the  
same So End steering W. half  
South Satt 17.44 North



Ship. Helen. Augusta. of New Port B. I

446

Monday. March. 1<sup>st</sup> D 1852  
this 24 hours fresh N E trades  
steering W. half S. under all sail  
Employed painting ship Middle and  
Latter part fine Weather

447

Tuesday 2  
Comm with light N E trades steering  
W. half S. Employed painting ship  
Middle and Latter part light  
baffling winds Employed painting ship

448

Wednesday 3  
Begins with fresh breezes from the  
East with passing clouds steering W  
Middle and Latter part light airs  
from the S. E. Employed painting  
boats So End No Satt

449

Thursday 4  
first and Middle part of this  
24 hours light baffling winds from  
S. E. Latter part Much the same  
Employed at various jobs

450

Friday 5 Day light breezes  
from S. E. Middle part squalls with  
rain at intervals steering West  
Latter part Much the same  
So Ends this Day

451

Saturday 6  
comm with light air and calms from  
the S. E. Middle and Latter part  
variable winds from the East

452

Sunday 7  
First part of the 24 hours light  
variables Middle part breezes  
from East Latter part Much the  
same So Ends this 24 hours



Nathaniel Piles Master Bound for the Sandwich Islands

453

Monday March 8. A 1852  
All this day light Eastly winds with  
thick rainy weather steering W by S Employed  
Mending sails So Ends this Day

454

Tuesday 9  
Com<sup>es</sup> with light Eastly winds with thick  
Weather steering W by S Employed Mending sails  
and sundry other jobs So Ends about the same

455

Wednesday 10  
Begins with light breezes from the E.S.E.  
with thick weather steering W by S.  
Middle part breezes freshens Latter  
part some rain So Ends this Day

456

Thursday 11  
First part of this 24 hours light breezes  
from the S.E. steering W by S.  
Middle and Latter part wind the  
West with rain So Ends this Day

457

Friday 12  
Com<sup>es</sup> with light airs and variables  
Middle part wind from the W.S.W.  
at 10. More ship to S.W.  
Latter part fine weather Expecting  
Every Moment to see Owayhee So end

458

Saturday 13  
First and Middle part of this  
24 hours light breezes from  
the N.W. steering W by S. at 6  
the M saw the land Dist 60 Miles

459

Sunday 14  
Com<sup>es</sup> with light variables paying off  
and on at ten took 4 pilots  
at 11 came to Anchor in 7 fathoms  
Water

460

Monday 15  
Employed getting ready for water  
one watch on liberty



Ship *Helen Augusta* of New Port R I  
461 Wednesday March 13<sup>th</sup> 1852  
finished watering in Hilo

March 28  
Received on board our Potatoes

April 10 took took  
the anchor and proceeded to sea  
at 9 passed the Island of Maui  
Dist 12 Miles

Saturday April  
came to anchor in Honolulu in  
5 fathoms to have a Ree Winless  
Made

April 10  
Received on board the Winless  
and prepared for sea Ship  
& Men

Discharged John Brown  
and Thomas Brouke Coulard Men

Sunday April 11  
still at anchor  
Monday 12 preparing for sea

489

Tuesday 13  
Begins with Moderate trades all  
ready for sea at 2 P.M. the pilot  
came on board and we proceeded to  
sea Middle part much the same  
latter part strong breezes saw the  
Island of Maui Dist 12 Miles  
at 9 sent the boats ashore to land  
Laying off and on

490

Wednesday 14  
Came fresh trades laying off and on at Kalan  
Middle and latter part more Moderate  
Received on board 30 bbls sweet potatoes  
3 coops of wood 7 bags of quantity of  
Cabbage and Onions So end Laying off and  
on

491

Thursday 15  
first and Middle part fresh breezes at sun set  
kept of S. W. in company with the Ship till  
off San Francisco Capt. Well



Nathaniel Gales Master. Bound North. for Whales

92

Friday April 16 A 1852

Begins light baffling winds from the Eastward steering to the N.W. Middle part Much the same Latter part light airs and calms in company with the Vile

93

Saturday 17

Com<sup>es</sup> with fine pleasant weather with light baffling winds from the South at sun set saw Bird Island Dist 15 Miles Bearing N.E. Middle part wind from the West with slight rain Latter part fresh gales from the West standing to the North So Ends

94

Sunday 18

First part of this 24 hours fresh gales from the West steering by heading N.W. Middle part More Moderate set the Main top sail Latter part Strong gales saw Bird Island 23 23

95

Monday 19

Continues strong gales from the North being on the Starboard tack heading N.W. Middle and Latter part Gales from N.E.

96

Tuesday 20

Still fresh gales from the N.E. Middle part Much the same Latter part More Moderate Made sail. Steering N.W. So Ends

97

Wednesday 21

Com<sup>es</sup> fresh gales from N.E. with appearance of rain Middle and Latter part frequent squalls of rain steering N.W. Ends light baffling winds

98

Thursday 22

Com<sup>es</sup> light N.E. trades steering N.W. Middle part variable Latter part Much the same



Ship Helen Augusta. of New Port R I

499

Friday 23 April 1852

Throughout this 24 hours light variable  
steering N. W. by W. picked over and  
dried our potatoes Middle and Latter  
part much the same with the appearance  
of fog So Ends

500

Saturday 24

All this Day light winds from the  
S. E. with much fog steering N. W. by W.  
Employed at various jobs the Cooper  
Repairing old Casks So Ends

501

Sunday 25

Commenced with light S E winds the  
sky overcast Middle part clear  
in places Latter part fog

502

Monday 26

Throughout this 24 hours fresh breezes  
from the S. East steering N. W. under  
all sail the cooper employed  
fitting old Casks So Ends

503

Tuesday 27

first part of this 24 hours fresh  
breezes from S E steering N W  
under all sail Middle part  
light breezes Latter part light  
airs and calms

504

Wednesday 28

All this 24 hours light airs and calms  
Employed Making scrubkath So Ends

505

Thursday 29

Dusty and Middle part of this 24 hours  
light winds from the North Latter  
part fresh breezes and cool So Ends

506

Friday 30

Beginns with fresh breezes from the  
N. W. by W. Middle part strong  
breezes Latter part fresh gales  
the ship under short sail and different  
tacks So Ends



Nathaniel Piles Masten Bound North for Whales

507

Saturday May 1 D 1852

Come on with fresh gales from the N.W. standing on Difficult tack Middle part None Moderate Made sail Latter part quite Moderate So Ends

508

Sunday 2

First and Middle part of this 24 hours light breezes from N.W. with a heavy head beat sea steering by to the N.W. Latter part calms So Ends this day

509

Monday 3

First part of this 24 hours calms Middle part light air from the East steering N.W. by W. Latter part light air from the N.E. steering N.W.

510

Tuesday 4

Come on with light S.W. breezes steering N.W. sent Down the fore and Mizzen top gallant Mast and sent up the shorts ones Middle thick with slight rains Latter part clear in spots So Ends

511

Wednesday 5

First part of this 24 hours fresh breezes from the West and overcast Middle part None Moderate by the line hauling N.E. by W. Latter part Employed breaking out the hole for shoals So Ends this day

512

Thursday 6

Begins with Moderate winds from the South steering N.W. by W. Middle part strong breezes from S.W. with rain Latter part Strong gales and heavy gales So Ends



Ship Helen Augusta of New York N.Y.

513

Friday May 7 1852

First and Middle part heavy gales from the West Laying too under close reefed Main topsail at 6 AM turned up the Standard Bow and quarter Boats Middle part the same Latter part began to moderate set the fore and Mizen topsails close reefed So Ends Sat 4:40 V. Long. on the Meridian

514

Saturday 8

Came with fresh breezes from the West with quite a heavy sea on ship under short sail Middle part quite moderate Made sail saw pinbacks porpoises and quite a number of birds Ship heading S. by W. Latter part wind from the South with rain

515

Sunday 9

First part of this Day wind from the South with rain Middle part strong gales from the West Laying too under close reefed Main topsail heading S. by W. Latter part a heavy sea from the West

516

Monday 10

Came fresh gales from the Westward with frequent squalls of hail Middle part moderate turned Down the Boats and set the fore sail Latter part wind backed to the S. W. at 6 AM took in the fore sail at 10 took in the Main topsail and fore topmast stay sail So Ends heavy gales

517

Tuesday 11

first part of this 24 hours heavy gales from the S. W. Laying too under close spencer Middle part rain Latter part still heavy gales So Ends this Day



# Nathaniel Piles Martin Borne to the Arctic

518

Wednesday May 12 1852

Begins with fresh gales from the S.W. with frequent squalls of hail Middle part heavier gales with hail saying too under chest reefed M<sup>o</sup> topsail and M<sup>o</sup> Spencer Latter part fresh gales Made sail So End heading N.W.

519

Thursday 13

Com<sup>o</sup> fresh gales from S.W. Middle part breezes from S.E. with rain ship steering West Latter part heavier gales from the West saying too heading North

520

Friday 14

first and Middle part of this day heavier gales from the W. saying too under Main Spencer Latter part Moderate Made sail So End on Tophant tacks

521

Saturday 15

Com<sup>o</sup> light breezes from the West Middle part light airs and calms Latter part strong gales from the N.W. with frequent squalls of snow

522

Sunday 16

First and Middle part fresh gales from N.W. with frequent snow squalls at 6 A.M. wore ship to the S.W. Latter part Much the same So Ends

523

Monday 17

Com<sup>o</sup> fresh gales from N.W. under easier sail heading S.W. Middle part More Moderate Made sail Latter part light airs Employed in Sundry jobs

524

Tuesday 18

first part of this day light breezes from the North Middle and Latter part wind from the East steering West rain and fog So Ends

Good night My Rhoda



Ship Helen Augusta of New York B.I.

525

Wednesday May 19 D. 1852

first and Middle part of this 24 hours fresh breezes from the East with much rain and fog ship steering West Latter part wind hauled to the South  
Ends

526

Thursday 20

Commence with light breezes from the North with cloudy weather steering West Middle part light air from the N.W. steering by heading S.W. at 2 P.M. wind hauled to the West, Ends

527

Friday 21

Begin with light winds from the South with thick weather steering to the N.W. Middle part fresh gales - Latter part None Moderate

528

Saturday 22

first part of this 24 hours fresh breezes from S.W. steering N.W. Middle part winds from the West heading by N.W. Latter part light air and calms So Ends this 24 hours

529

Sunday 23

Commence with light air and calms Employed mending sails and setting up shrouds Middle part strong gales from the East with rain Latter part fresh breezes steering N.W. by W. So Ends

530

Monday 24

First part of this 24 hours strong breezes from the South Middle part wind hauled to the S.W. Latter part None Moderate So Ends



# Nathaniel Papp Master Bound to the Arctic Ocean

531

Tuesday May 25. 1852  
Begins with fresh gales from WNW with  
hail and rain Middle part More Moderate  
Wave sail Latter part latter part fine weather

532

Wednesday 26  
first part of this 24 hours fresh breezes  
from the West steering by on Different tacks  
Middle and Latter part light air from the  
West saw the Island of Howe So ends

533

Thursday 27  
Comm<sup>d</sup> with light air and calms on Different  
tacks Employed Braking out for cash and  
provisions - to Make room Middle and Latter  
part Much the same So ends

534

Friday 28  
first and Middle part fresh breezes from  
the North with fog steering by heading  
N.W. by W. Latter part More Moderate  
Wind the same

535

Saturday 29  
Comm<sup>d</sup> fresh breezes from the North  
steering by heading N.W. by W. with  
Much fog at 2 P.M. took in sail for  
the night and wore ship to the South  
Latter part calms with light air from  
S.W.

536

Sunday 30  
first and Middle part light winds from  
E.S.E. with snow steering to the North  
at 10 P.M. kept off W by S. Latter part  
clear in spots saw Bearings Island  
Bearing V.E. Dist 15 Miles So ends

537

Monday 31  
Begins with with winds from E.S.E.  
Bearing Island Bearing West Dist 12 Miles  
at 2 P.M. saw copper Island Bearing  
V.N.W. Dist 15 Miles at 2 P.M. passed  
the South point and hauled to heading  
N.W. Middle and Latter part Much  
the same So ends



Ship Helen Augusta of Newport R.I.

538

Tuesday June 1 D 1852

came fresh breezes from the North  
steering by heading N.E. at 9 PM saw a  
ship steering N.E. Middle and Latter part  
foggy So Ends

539

Wednesday 2

Continues wind from the N.W. with thick  
fog steering by heading N by W. Middle  
and Latter part Much the same

540

Thursday 3

first parts of this 24 hours light  
winds from N.E. steering by heading N. by W.  
Middle part wind from the South  
steering N.E. by North at 2 P.M. spoke  
the ship Columbia of Kentucket  
one whale, and the Wm. North of Fairhaven  
a whale saw from a Distance a Bowhead  
going quick to the N.E. at Meridian  
stacked Ship to the S.W.

541

Friday 4

first and Middle part moderate winds  
from the S.E. with fog steering S.W. by S  
in company with the Columbia of Kentucket  
Latter part about the same So Ends

542

Saturday 5

All this 24 hours light breezes from  
East with fog in company with the  
Columbia steering S.W. by S.  
saw Grampies So Ends

543

Sunday 6

came light wind and calms steering  
S.W. by S. Middle and Latter  
part wind from the East in company  
with the Columbia Capt. Nash  
came on board to our Engine Meeting  
with about 10 of his officers  
and crew So Ends



Samuel Sales Master up North of Bearings Island

544

Monday 7

Altho this 24 hours Moderate winds from  
N.W. with foggy steering S.S.W. in company  
with the Columbia saw rite whales toward  
without success So Ends

545

Tuesday 8

first and Middle part fresh breezes  
from N.W. steering S.S.W. with foggy  
 Latter part clear in spots saw rite  
whales toward without success  
Whales moving quick So Ends

546

Begin with Wednesday 9

fresh breezes from the N.W. with  
with misty weather steering S.S.W. at 6 P.M.  
saw and toward for rite whales without  
success Midday and Latter part calm  
Capt Cook and his Legy came on board and  
spent the Day saw a ship to the Westward

547

Thursday 10

Continues with light air and calm trying  
to get to S.W. at Midnight tacked  
ship to the West at 5 P.M. tacked again  
to the S.W. So Ends clear in spots

548

Friday 11

first and Middle part of this 24 hours  
fresh breezes from the S.W. steering  
by heading S.E. & S. in company with the  
Columbia saw plenty of humpbacks

549

Saturday 12

Continues fresh breezes from the S.W.  
steering by the wind and different tacks  
heading S.E. and N.E. Latter part  
strong breezes the foggy cleared up saw  
So Ends in company with the  
Columbia



Ship Helen Augusta of New York R I

550

Sunday June 13 D 1859

Came with strong breezes from the S W steering by to the Western Middle part clear saw the Land Dist. 50 Miles at 8 P.M. wore ship to the S.E. with light air Latter part thick fog in company with the Columbia to Meeting

Monday 14

551

Begins with light breezes from the S W on Different tacks heading S E and W N W with thick fog Middle and Latter part Much the same So Ends

Tuesday 15

552

All this 24 hours light breezes from from S W steering by heading from S E to West by South with thick fog - saw Sulpher Bottoms and finbacks So Ends

Wednesday 16

553

Throughout this 24 hours fresh breezes from the S W steering by heading W N W to S E Middle and latter part much the same saw finbacks So Ends

554

Thursday 17

Came with breezes from the S W steering by on Different tacks with thick weather Middle and Latter part Much the same

555

Friday 18

first part of this 24 hours light wind from S W steering by to the S E Middle part clear up saw the Land Dist 60 miles Latter part strong breezes from the West steering by to S.W. So Ends Lat 50 56 Lon 11

556

Saturday 19

Came with fresh breezes from the West Middle part light breezes ship steering by heading S W Latter part saw the Land So Came steering for it



Nathaniel Dales Master Bound in Choctaw Sea

557 Sunday June 20<sup>th</sup> 1852

first part of this 24 hours fresh breezes from the West steering in for the Land saw the Columbia at 6 A.M. were ship to the South Middle and Latter part light airs and Calms

558 Monday 21

Begins with light airs and calms the Land in sight bearing West Dist 15 Miles Middle part light breezes from the N.W. & Latter part the Columbia in sight Saw humpbacks

559 Tuesday 22

Comm<sup>ce</sup> light airs and calms from the N.W. & at 10 entered the passage Middle and Latter part Moderate steering through the passage So Ends

60 Wednesday 23

this 24 hours light breezes and calms steering N.W. & the passage bearing E. & S. saw a Russianian, Barque Bound to the City of Vostok - Saw humpbacks So Ends

61 Thursday 24

Continues Light trying to get North Engagees making out to trim ship Middle and Latter part light breezes from the South So Ends 5<sup>th</sup> 40 North Long beam 15 3:29:15

62 Friday 25

A.M. this Day light airs and calms from the South steering N.W. & Middle and Latter part thick fog So Ends

63 Saturday 26

first and Middle part fine weather with light N.W. & winds steering standing on different tacks bearing up by S. and N.W. & Middle and Latter thick So Ends this 24 hours

Sat 5<sup>th</sup> 25 4<sup>th</sup>



Ship Helen Augusta of New York B. I.

Sunday June 28 D. 1832

564

fine and pleasant working North Latter  
part light air So. Ends

565

Monday 29

first part of this 24 hours light air from  
Middle part Breeze from Middle  
and latter part thick fog

566

Tuesday 30

Calm with fresh Breeze from the East  
steering North at 9. Spoke the Schooner  
of New Bedford 19. Months out 16.00  
5 whales this season saw the gen Pike  
Middle part rain hauled the ship to  
the Wind heading to the N.E. Latter  
part Much rain So Ends

567

Wednesday 30

First and Middle part of this 24 hours  
fresh breezes with much rain steering  
on different tacks saw two ships under  
short sail standing on different tacks  
hauled the ship to the Wind heading  
to the N.E. Latter part fog So Ends

568

Thursday July 1

first and Middle part of this 24 hours  
fresh breezes from the East with much rain  
standing on different tacks Latter part  
fog

569

Friday 2

Calm with fresh breezes from the East  
steering by heading N.E. and S.E. Saw one  
hump for Whales without success Middle  
and Latter part Calm So Ends

570

Saturday 3

first and Middle part of this 24 hours  
calm saw no whales however without  
success Middle and Latter part  
Much fog So Ends Took 1 Whale

Good Night to all in New York



Nathaniel Sales Master in the sea of the Chokk sea

71

Sunday July 4 1832

Come with light breeze from the Eastward  
saw whales Low and took 2 took them to the  
ship and prepared for cutting So Ends

72

Monday 5

Come with light breeze from the Eastward began  
to cut at sunset had cut in one one along side  
at 9 finished cutting So Enc. Thick foggy one ship  
in sight

73

Tuesday 6

Come with light breeze and calms Employed  
Boiling were ship to the N.E. Latter part  
light breeze and fog So Ends

74

Wednesday 7

Throughout this 24 hours light variable  
Employed Boiling Made sail and stood  
to the South spoke the Ship Mercia  
of New Bedford 23 Months 100 lbs. Come  
with grain Laying with the Starboard  
tack about heading W.N.W.

75

Thursday 8

first and middle part of this 24  
hours light breezes from the N.W.E.  
heading to the N.W.W. Latter  
part fog

76

Friday 9

Come with light breeze from the N.E.  
with thick fog steering to the South  
East Middle and Latter part clearing  
Churn hauled to the N.E. ship Mercia  
in sight So Ends

77

Saturday 10

First and middle part light breeze from  
the West steering South and S.E. and  
N.W. Employed Boiling Latter part  
fine weather Employed stowing Down  
in the Main hold



Ship Helms Augusta of New-Port P.I.

578

Sunday July 11 A 1852

Began with light air from the N.E. steering  
heading to the N.W. in company with the  
General Pike of New Bedford Capt Baker  
finished Bailing So Ends

579

Monday 12

First part of this 24 hours light breezes  
from the N.W. steering to the wind two  
ships in sight — this Day I have been  
part of Duty for getting 3/4 of a slide  
from the other boat — which had the  
Capt angry he felt light & crany  
Mans

Tuesday 13

580

First part of this Day light air from the  
North saw and lowered for whales Middle  
part calms stowed down 60 bls in the  
Main hold So Ends this Day.

Wednesday 14

581

First and Middle part light air and  
calms saw rite whales toward all the  
boats at 8 P.M. 3 boats returned to the  
Ship in a thick fog the other 2  
stayed on board of the General Pike  
for the night she had taken two rite  
whales and 2 Bowheads — So End

Thursday 15

582

Commenced with light winds from the North  
standing on different tacks at 3 P.M. S.B.  
killed and sunk 1 whale at 5. S.B.  
struck and killed 1 Bowhead to the  
Whale to the Ship and at 7 P.M. commenced  
cutting in at 10 o'clock finished cutting and  
began to Bailing and clearing away the  
head save and lowered for 1 whale without  
Success So Ends

Friday 16

583

First part of this Day light breezes  
Middle and latter part strong breezes  
Employee Bailing saw and turned for  
1 whale Lowered without Success



# Whaling Master in the Delotsk Sea

582

## Saturday 17

Came with strong breezes from the S.W. heading to the N.W. saw and hove for whales without success Employed boiling at Meridian 100° Down and hove struck and killed and took the whale to the ship and cut him in So Ends wind from the North without success

585

## Sunday 18

Came in with wind from the North heading W. by N. under easy sail Middle and deeper parts light air and calm this Holy Day is Devoted wholly to our god and it has been a Sabbath Days Journey to our souls and we all pray to our god and by our god this Day I went on Duty - saw whales

586

## Monday 19

first part of this 24 hours light air from the North steering & heading W. by N. at 8 AM saw and hove for whales struck and Draved So Ends Employed cleaning bone

587

## Tuesday 20

Came with light breezes from the North at 2 PM hove struck and killed a Boy's head took him to the ship and cut him in and commenced boiling at 5 PM wore ship to the E.N.E. two ships in sight So Ends this Day strong breezes

588

## Wednesday 21

first and middle part of this Day strong breezes from the N.W. standing on Different tacks saw and hove for whales without success spoke the Genl Pike and the Harrier So Ends with light breezes and rough sea

589

## Thursday 22

Came in with strong breezes from the S.W. with foggy weather saw and hove for whales without success sunset Doubtful for the night at 7 AM commenced stowing Down oil in the fore hold at 11 saw and hove for whales without success the Genl Pike still in sight. finished stowing Down 200 lbs So Ends



Ship Helen Augusta of New Port. B. S.

590

Friday July 23 A 1859

Begins with light air and calms saw and hauled  
for whales without success & ships in sight  
at 10 P.M. hauled aboard the Main topsail  
heaving to the S.E. at 6 saw whales  
hauled without success So Ends

591

Saturday 24

Came with light breezes from the South  
standing on Different tacks with some  
fog Middle and Latter fog Employed Bailing

592

Sunday 25

first part of this 24 hours light breezes  
from the South with fog standing on  
Different tacks Middle and Latter part  
Calms Services in the Cabin as usual  
saw rite whales So Ends Lat 56:38 North

593

Monday 26

Long 151:34 East

Begins with light air and calms the ship  
on Different tacks saw rite whales hauled  
struck and killed took him to the ship and  
cut in saw more whales hauled and struck  
at nothing So Ends and from the North steering  
by on Different tacks

594

Tuesday 27

Came with strong breezes from the North steering  
by heading to N.W. and S.E. under whale  
topsails and courses with some fog Latter  
part saw rite whales hauled and struck  
and Dressed So Ends this 24 hours

595

Wednesday 28

first and Middle part strong breezes  
from the North with fog the ship  
on Different tacks Middle and Latter  
part More Moderate saw and hauled  
for whales without success So Ends  
Lat by Ob 56:30 North

Long 151:30 East



596 Nathaniel Fales Master In the Dehostle Sea

Thursday July 29 D

Begins with fresh breezes from the South with some  
fog at 6 P.M. kept the ship off North  
Middle and latter part clear in spots  
Ship steering North Employed Boiling

Lat 58° 00' North  
Long 159° 30' East

Friday 30

599 Com<sup>d</sup> with light breezes from the N.W. W. steering North at 6 P.M. saw the land  
Cape Otter Bearing N.W. by W Dist 25 miles  
Middle part light variables Latter part  
wind from the S.S.W. hauled the ship  
to the West Latter part fog Employed  
Boiling the Land in sight

598 Saturday 31

first and Middle part of this 24 hours fresh  
breezes from the East steering N by South at  
2 A.M. finished Boiling at 6 commenced steering  
Down pit in the Main hold stowed Down  
40 bbls and washed ship the Land still in sight

599 Sunday August 1 D 1852

Begins with light breezes from N.E. ship  
within 20 miles of the Land at 6 P.M. hauled  
the ship to the S.S.E. at 8 to the S.E. by S  
Middle and Latter part light air and  
calms So Ends

600 Monday 2

Com<sup>d</sup> with light air and calms trying  
to get to the S.E. Middle part light  
light breezes from the N.W. at 9 A.M.  
sent Down the stump top gallant  
Masts and sent up the top gallant and  
Bozah Masts and fore and Mizzen  
Bozah yards and set the sails. So Ends

Lat 58° 03' North

01 Tuesday 3

first and Middle part of this 24 hours  
light air from the N.W. saw Perforises  
Employed repairing the tryworks and shifting the  
spears Middle part spoke the Hellespont  
of Mystic, has been in to the West shore had  
taken 6 whales and Esquimaux beaver  
Weather and was Bound to Cape Otter. So Ends  
Lat 59° 21' North Long 145° 33' 30' East



Ship Helen Augusta of New York B.S.

602

Wednesday August 4<sup>th</sup> 1852  
first and middle part light air and calms  
trying to get to the South East saw porpoises  
Middle part light breezes from the N.W.  
 Latter part saw two ships So Ends

603

Thursday 5  
Commenced with light breezes from the N.W. at  
6 A.M. saw and bore down for a whale  
struck and killed took the whale to the ship  
and cut him in saw and bore down for more  
struck and bore down broke a Board steer  
spoke the Mercia Capt King had taken 3  
whales while we were gone So Ends

604

Friday 6  
Began with fresh breezes from the N.E. steering  
by to the N.W. at Meridian bore ship to the  
E.S.E. Employed Bailing saw whale bore down  
struck 3 whales bore down from one parted  
from one and lost a line So Ends  
Lat 51.17 Long 151.39

605

Saturday 7  
Commenced with light breezes from the N.E.  
saw whales bore down and struck and lost  
a line chased quite a number without  
success finished bailing So Ends light  
Winds from the East 56.16 Long 151.25 East

606

Sunday 8  
first part of this 24 hours light breezes  
from the East standing on Different  
tacks plenty of whales in sight Middle  
and Latter part fog the Genl Pipe and  
and the Mercia in sight So Ends

607

Monday 9  
Commenced with light air and calms with fog  
on Different tacks at 8 A.M. saw whales  
bore down struck and bore down broke out  
the after hole for Beef and pork and  
bore down So Ends this Day

Lat 56.36 N Long 151.53 E



# Nathaniel Pales Master in the North Sea

608

Tuesday 10

Began with light air from E.N.E. saw whales  
forward struck and killed took the whale to the  
ship and cut him in Began to Boil Latter part  
saw and toward for more whales struck and it  
set in fog cut the line so End Boiling

609

Wednesday 11

Burst and Middle part of this 24 hours light breezes  
from the E.N.E. with fog on Different tacks  
spoke the Gett pike - and let him have a shot  
Latter part saw whales forward without success  
End Boiling

610

Thursday 12

Com<sup>ms</sup> light air and calms Employed Boiling  
ship on the Northern tack at 2 A.M. hauled the  
Main topsail aback heading to the North at 4 P.M.  
Braced up heading North saw 1 ship heading N.W.  
at Dark finished Boiling so Ends

611

Friday 13

this Day fine breezes from N.W. steering  
to S.E. at 4 P.M. began to make out the  
Main hulk started water in the butts  
and commenced stowing Down oil stowed  
Down 140 lbs Middle and Latter part  
fog passed Drift wood so End washing ship

612

Saturday 14

Begins with light air from the S.S.E. steering  
North Employed stowing Down at 6 finished  
stowing Down and washed ship passed a  
Quarry of Drift wood Middle part thick  
Latter part strong gales Laying to  
heading N.W. so Ends this Day

613

Sunday 15

first part of this 24 hours strong gales from  
S.S.E. with rain Middle part wind halber to  
E.N.E. ship under close reefed topsails S.S.E.  
Latter part began to moderate two ships  
in sight Saw the Land Bearing  
North Dist 30 Miles so Ends this Day



Ship Helen Augusta of New York B.I.

614

Monday August 16. D 1852

this Day comm<sup>ing</sup> fresh gales from the North  
under easy sail heading East at 2 P.M. wore ship  
to the West Middle part light wind from the  
N.W. at 11 A.M. wore ship to E.N.E. two  
ships and the Land in sight Latter part  
light air and calms spoke the ship Ohio  
of New Bedford and the Barque Alfred Taylor  
of Disbury & 9 months 1800 So Ends

615

Tuesday 17

first and Middle part of this 24 hours  
light air and calms steering by heading  
to the North in for the Land the Ohio  
and Alfred Taylor in sight Broke out  
to enlarge the Blueen Room at 2 A.M.  
sounded and found 65 fathoms of water  
at Day light sent 4 Boats in shore to look  
for whales — who found nothing But  
Whales called Mussel Diggers saw seals  
and Birds Boats returned to the ship then  
kept of steering Down the Land North East  
So Ends this 24 hours

616

Wednesday 18

Begin with fresh breezes from the N.W. saw  
4 ships cutting in a whale Middle part light  
air and calms Laying up and on saw the Ohio  
Bailing the Alfred Taylor still in sight  
sent the Mate on shore to Reconnoitre  
the little Bay Latter part wind from the  
N.E. with Bad weather the boat ship  
on shore So Ends making short tacks

617

Thursday 19

Came fresh gales from the N.E. with rain  
took in sail to Double reefed topsails  
at 2 P.M. the weather still threatening  
No boat to be seen Wore ship to the  
S.E. hauled the Mainsails and Gills  
Middle part more moderate wind  
hauled to the East Latter part  
moderate winds with much fog  
So Ends this Day



# Samuel Fales Martin in the Ochotsk Sea

318

Friday August 20. A 1852

first and middle part of this 24 hours light air and calms saw the land occasionally Latter part light air standing on different tacks So Ends took on board the water - had spent the night on shore

319

Saturday 21

first and middle part of this 24 hours light air with rain and fog and cloudy weather standing on different tacks Latter part light winds from the N.W. saw the land yet 12 miles bearing N.W. ship standing in for the land 3 other ships in sight So Ends this Day

320

Sunday 22

first and middle part of this 24 hours and different tacks ship standing in for the land 3 other ships in sight So Ends this Day

321

Monday 23

Com<sup>dr</sup> with light winds from the N.W. and passing clear standing in for the land the Ohio - the Alfred Taylor, and Merrick all standing in for the land at 6 P.M. came to anchor in 25 of water in company with the Ohio and Alfred Taylor Latter part wind from the S. with rain

322

Tuesday 24

this Day light air and calms sent the Boats in shore to look for whales at 3 P.M. the Boats returned saw no Barheads - got 3 Days from the shore and some fish

323

Wednesday 25

light and calms sent the boats ashore but saw Nothing So Ends

324

Thursday 26

comes with light air and calms middle part fresh breezes from the N.W. got under way and stood out of the Bay then sent 3 Boats ashore to look for whales the Boats returned saw Nothing Latter sent fresh breezes from the N.W. with fog So Ends



Ship Helen Augusta of New York, N.Y.

625

Friday August 27 A 1852  
first part of this day strong winds from  
N.W. steering S.E. middle part heavier  
winds with fog under easy sail on  
Differant tacks heading N.W. and S.E.  
Latter part light air and thick fog

626

Saturday 28  
Commence with light air and calms with fog  
standing on Differant tacks Middle and  
Latter part much the same So Ends

627

Sunday 29  
first and middle part of this 24 hours  
light breezes and calms with thick fog  
standing on Differant tacks save the  
land Bearing S.E. Dist 40 Miles Latter  
part much the same Lat 58:18 North

628

Monday 30 Long 156 47 East  
Begins with light air and calms with fog  
occasionally saw plenty of fin backs and  
humpbacks and seals End with fog steering S.E.

629

Tuesday 31  
This day commences with light air and  
calms with fog Middle part clear in  
spots steering S.W. at 10 A.M. saw land  
bearing S.E. Dist 20 Miles So Ends

630

Wednesday September 1  
first and middle part of this 24 hours light  
winds from S.W. steering South at 5 P.M. sent 2  
boats ashore to Reconnoiter at 9 the boats returned  
kept of W.S.W. under all sail Latter part fog

631

Thursday 2  
Commence with light air from the S.W. with  
fog Middle part fresh breezes  
Latter part strong breezes from the S.S.E.  
So Ends this 24 hours



Nathaniel Pales Master in the *Osotsk* Sea

632

Friday September 3<sup>d</sup> 1859

first part of this 24 hours strong breezes from the S.S.E. with fog steering by heading S.W. Middle and latter part fresh gales S.E. ends

633

Saturday 4

Come on with strong breezes from the South on. Different tacks Middle part light airs and calms with rain Latter part fresh breezes from the S.S.W. with a heavy Eastley swell saw no whales toward without success S.E. ends

634

Sunday 5

Begins with strong breezes from the S.W. Under Easely sail on Different tacks heading N.W. and S.S.E. Middle and latter part light airs and pleasant S.E. ends this Day

635

Monday 6

Come on with light airs and pleasant Middle part light breezes from the S.S.W. with fog Latter part saw and toward for whales struck and recovered the Second Mate Cut his foot S.E. ends

636

Tuesday 7

first and Middle part of this 24 hours light breezes from the West saw and toward for whales struck and lost. A line Latter part much the same S.E. ends this Day

637

Wednesday 8

first part of this 24 hours light breezes from the West standing on Different tacks saw and toward for Whales struck and the Whale took the line Ends plenty of Whales in sight But very shy  
Latitude 57:14 Long 153:00 East



Ship Helen Augusta of New Ports R I

638

Thursday September 9 A 1859  
first part of this 24 hours light breezes from  
the N.W. saw whales toward and struck  
and Dressed Middle part strong breezes with  
A heavy sea So End whales very shy

Lat 53:16 North

Friday 10

639

Came fresh breezes from the N.W. with A  
heavy sea ship on Different tacks at  
Meridian saw whales toward - struck  
and killed A whale took him to the ship  
and prepared for cutting So Ends this Day

640

Saturday 11

first and Middle part light winds  
from the N.W. Employed cutting in  
the whale Latter part saw and toward  
for whales without success So Ends

641

Sunday 12

Begins with light airs on Different  
tacks, Whale in the Blubber Room  
Middle and Latter part light airs  
and calms Saw whales turn flukes

642

Monday 13

Throughout this 24 hours light winds  
from the S.W. at 9 commenced Boiling  
at sunset took in sail for the night  
Saw Nothing But Birds So Ends Boiling

643

Tuesday 14

Came with light breezes from the S.W. steering  
by on Different tacks saw a number of  
hawks flying about the ship Middle and  
Latter part much the same So End Lat 56:40

644

Wednesday 15

Long 157:25 East

first and Middle part of this Day light  
breezes from the N.W. standing on  
Different tacks Latter saw and  
toward for whales without Success  
So Ends this 24 hours.



Nathaniel Peles Master in the Echotok Sea

- 645 Thursday September 16. D. 1859  
 All this light breezes from the N.W. with  
 A heavy swell from the S.W. saw and toward  
 for whales without success at sunset took in  
 sail for the night So Ends this Day
- 646 Friday 17  
 Comes with light winds from the N.W. with  
 A heavy swell from the S.W. Middle part saw  
 and low and for whales S.B. struck at sunset  
 Cut from him So Ends stowing down in the W. hole
- 647 Saturday 18  
 Begins with light wind from the N.E. under  
 short sail Middle and latter part saw whales  
 toward without success So Ends this 24 hours
- 648 Sunday 19  
 Comes with fine weather and light breezes  
 from the S.W. Middle part wind hauled  
 to the N.E. Latter part breezes freshened  
 Meeting as usual in the Cabin
- 649 Monday 20  
 First part fresh breezes from the N.E.  
 heading N.W. Middle part saw nothing  
 Latter part saw a whale going quick  
 So Ends this Day
- 650 Tuesday 21  
 Comes with light breezes from the South  
 With rain Middle and Latter part  
 Much rain winds varying round to S.W.  
 Saw whales toward without success  
 So Ends this 24 hours Satt
- 651 Wednesday 22  
 First part of this Day light winds from  
 the S.W. with rain hauled to the N.W.  
 saw and toward for whales without  
 success So Ends Satt



# Ship Helen Augusta of New York B.V.

653

Thursday September 23. A 1852  
Begins with light winds from the West  
steering E.S.E. passed a carcass at 6 P.M.  
took in sail Middle and Latter part  
light airs and calms saw and heard for  
whales without success So Ends

653

Friday 24  
first and Middle part of this 24 hours  
light airs and calms saw a sail in to  
the Land the Land bearing East saw  
and heard for whales without success  
So finishes this Day

654

Saturday 25  
Com winds from N.W. Middle part  
wind hauled to be N.W.E. with light  
squalls of rain saw two ships one cutting  
in the Net

655

Sunday 26  
Begins with strong breezes from the N.W.  
Middle and Latter part wind hauled to  
the N.E. ship on different tacks So Ends  
with rain

656

Monday 27  
Comes with fresh gales from the N.E.  
and thick weather lying too and on  
different tacks Middle and Latter part  
More Moderate set the Mizen top sail  
So Ends this 24 hours

657

Tuesday 28  
first part of this 24 hours fresh gales  
from the E.S.E. took in fore end  
Mizen top sails and Mizen top sails  
Latter part saw whales Lark struck  
and killed took the whale to the  
Took the N.W.E. took the whale to the  
ship and took in sail and prepared  
for cutting So Ends

very sleepy to night



Nathaniel Gales Master in the Schotska Sea

658

Wednesday September 29 D 1852  
first and Middle part of this 24 hours light  
Porterly breezes at 6 A.M. commenced cutting in  
at Meridian finished cutting and commenced  
Boiling Latter part strong breezes from N.E.  
saw 4 ships steering S.E. So Ends

659

Thursday 30  
Commenced with fresh gales from the N.E. standing  
on Different tacks under easy sails Middle  
and Latter part much the same So Ends Employed  
Boiling

660

Friday October 1 D 1852  
first and Middle part strong gales from  
the East under easy sails on Different  
tacks heading N.E. and S.E. - one ship  
in sight So Ends this 24 hours

661

Saturday 2  
Begins with fresh Easterly gales with thick  
Weather Employed boiling shook the ship  
St George with 1400. this season Middle  
and Latter part much the same Made sail  
steered to the S.E. by S. Employed Boiling

662

Sunday 3  
first of this 24 hours fresh gales from  
the East steering S.E. by S. under easy sail  
Middle and Latter part light breezes from  
the N.W. So Ends finished Boiling

663

Monday 4  
This 24 hours commences with light and small breezes  
from the N.W. steering by Compass S.E. by S  
With pleasant weather Middle and Latter  
part wind hauled to the S.E. and freshened  
Employed stowing Down oil in the Main hold 148. lbs  
sent up the Royal yards fore and aft

664

Tuesday 5  
Begins with fresh breezes from the S.E.  
steering by heading South by West Employed  
cleaning ship Middle part strong winds with  
4 heavy S.E. squalls Latter part more  
Moderate with slight rain and clearing  
So Ends this Day



Ship Helen Augusta of New Port R.I.

665

Wednesday October 6 A.D. 1852

first part of this Day light air and calms with  
slight rain. Middle part continues calms  
Latter part light breezes from the North  
So Ends scrubbing ship, saw a sail steering S.E.

666

Thursday 7

Comes with light breezes from the North  
Middle part winds from the E.N.E. steering  
S.E. Latter part fresh gales accompanied  
with rain squalls So Ends this Day

667

Friday 8

Begins with strong breezes and fog steering S.E.  
at 6 P.M. leave the ship too for the night  
Middle part much the same Latter part  
pleasant saw the passage So Ends steering  
E by S.

668

Saturday 9

Begins with strong winds from the N.W.  
with pleasant weather steering for the  
passage on through the passage one  
ship lost too at 3 A.M. spoke the ship  
Metacomb of New Bedford 23 months out  
96.00 lbs So Ends this 24 hours

669

Sunday 10

Continues strong breezes from the N.W. steering  
E by S. under all sail the Metacomb in sight  
Middle and Latter part fresh breezes So Ends

670

Monday 11

Comes with light breezes from the  
N.W. steering East Middle part  
light air and pleasant Latter  
part much the same Employed  
baking out and stirring down salt  
water in the after hole So Ends  
this Day the wind varying to the West



# Nathaniel Pales Master in the Ochotik Sea

671 Tuesday October 12 D 1852  
This day begins with fresh breezes from the West steering East under all sail Employed trimming ship Middle and Latter part fine Weather steering S.E. So Ends this Day

672 Wednesday 13  
First and Middle part of this 24 hours light breezes from the West steering East Employed at various Sols Latter part light air steering E by S. So Ends

673 Thursday 14  
First and Middle part of this 24 hours light breezes from the West steering East under all sail saw a ship steering East Middle part light air Latter part calm spoke the Bangue Philippine of Peshawar 16 months out 1400. So Ends this Day

674 Friday 15  
Comm<sup>ed</sup> with light air from the East Middle part wind hauled to the E. by S. with fresh breezes and squally Latter part fresh gales and squally Weather So Ends this Day

675 Saturday 16  
First and Middle part fresh gales from the East under easy sail on Different tracks Latter part Moderate breezes from the S.W. So Ends this 24 hours

676 Sunday 17  
This 24 hours light winds from the Westward steering East by S and East by N. with some fog Latter part strong gales with slight rains

677 Monday 18  
Comm<sup>ed</sup> with fresh gales from the S.W. with slight rains and squalls steering E. to E. by S and E by S. Middle and Latter part quite Moderate Broke out the after hole looking for Coffee But found none So End Lat 24:37 North Long 177.00 East



Ship Helen Augusta of New Port B. I.

678

Tuesday October 19 D 1851

first and Middle part light winds  
from the South steering E. by N. Under  
all sail at noon and secured to the  
S. W. Latten part Much the same So Ends

Wednesday 20

679

first part of this 24 hours strong  
breezes from the South with thick  
hazy weather Middle part wind backed  
to the S. W. with rain Latten part  
Much the same attended the Day

Thursday 21

680

Came with the South with breezy weather  
steering East by N. Middle and Latten  
part Much the same

Friday 22

681

Began with Moderate winds from the  
N. W. with thick weather at midnight  
squally from the South Middle and  
Latten part strong breezes with  
heavy squalls So Ends this Day

Saturday 23

682

Came with fresh breezes from the  
N. W. with frequent squalls on land  
the fore top sail and Bent another  
Middle and Latten part quite  
Moderate So Ends steering E. N. E.

683

Sunday 24

Begins with Moderate winds from the  
West steering E. N. E. Employed sailmaking  
Middle and Latten part Much the  
same Employed setting. A. Few. to Cat  
in the try works So Ends this Day

684

Monday 25



Nathaniel Pales Master Bound from Ochotsk Sea

685

Monday October 25<sup>th</sup> 1853

Comes in with fresh breezes from the South with rain Middle part fresh gales from the West with light squalls of rain Latter part much the same

686

Tuesday 26

Begin with strong Gales from the West steering E. N. Middle part heavy gales bore the ship too under Mr Spencer having carried away the fore sail and fore topmast stay sail at 10 P.M. carried away the Mr Spencer and stove 3 boats and unshipped one Dory and Drowned the old cock at 16. A.M. kept off East with a heavy swell and a large sea So Ends Lat by Obs 43:40 North Long 158. West

687

Wednesday 27

first and Middle part of this 24 hours fresh gales from the West with frequent squalls of rain ship steering East per compass Middle part much the same Latter part Moderate Breeze to Bore Mr Spencer So End steering East by N.

688

Thursday 28

comes with fresh gales from the S. W. with frequent squalls of rain steering E. N. Middle part strong gales Latter part More Moderate with rain So Ends

689

Friday 29 / Wednesday 29

first part of this 24 hours strong gales from the West with light squalls of rain Middle part more Moderate set the fore and Mizzen topsails Latter part good Weather So Ends

690

Saturday 30

first part breezes from the South Middle part light air and calms at 2 A.M. wind from S. W. Latter part variables So Ends Lat 41:23 N Long

691

Sunday 31

fresh breezes from S. W. Middle part strong gales bore the ship to heading S. E. at Day light raise sail kept off East Latter part squally with Rain and variables So End



Ship <sup>off</sup> Helen Augusta of New Port B.I.

692

Monday November 1 1852

Com<sup>es</sup> with light breezes from the South steering by heading East Middle part light air and variables Latter part very changeable So Ends

693

Tuesday 2

Begins with breezes from the North steering by... found out that the head of the Rudder was carried away went to work to fix it Middle and Latter part Much the same

694

Wednesday 3

Com<sup>es</sup> with fresh breezes from the South with cloudy weather steering by heading E.N.E. this Day employed on the Rudder putting on iron bands Middle and Latter part Much the same So Ends

695

Thursday 4

first and Middle part this 24 hours Moderate breezes from the South steering by heading E.N.E. Middle and Latter part fine weather So Ends this Day Lat 41.39 Long 133.20 West

696

Friday 5

Begins with fine breezes from the South steering by heading East with pleasant Weather Employed Mending Boats and sunbathing Both Middle and Latter part Much the same So Ends

697

Saturday 6

this Day com<sup>es</sup> with light breezes from the South steering by heading East by S. Middle and Latter part continues the same So Ends

698

Sunday 7

com<sup>es</sup> with light breezes from the South steering by heading E.S.E. Middle and Latter part wind hauled to the S.W. with cloudy weather So Ends this 24 hours Lat 38.54 North Long 133.03 West



## Nathaniel Bales Master Borne for California Coast

699

Monday November 8 D 1859

Begins with light breezes from the south steering  
to the E.S.E. with cloudy weather caught a porpoise  
Middle part Much the same Latter part saw 4 sails  
steering E.P.E. suppose they were bound for San Francisco  
So Ends Lat 37:24 Long 129:30 West

700

Tuesday 9

Continues Moderate wind from N.W. steering E.S.E.  
Employed in Bobs Middle and Latter part light  
squalls of rain So Ends steering E.S.E.

701

Lat by Obs 36:12 North Long 127:10 West

Wednesday 10

first part of this 24 hours light breezes from  
N.W. steering E.S.E. Middle part light air with  
slight squalls rain Latter part about the same  
Lat by Obs 33:48 N Long 125:37 Employed  
Bundling Bore So Ends

702

Thursday 11

first and latter part of this 24 hours light  
breezes from the N.W. steering E.S.E. employed  
Bundling Bore and Sunday other Bobs  
Latter part wind hauled to the S.W.

703

Friday 12

All this Day Moderate winds from the  
S.W. and pleasant weather steering  
E.S.E. employed Making Rope and Sunday  
other Bobs Lat by Obs 32:09 North Long 127:36 West

704

Saturday 13

Comes with light breezes from the S.W.  
steering E.S.E. employed Making Rope  
Middle part light air Latter calms  
So Ends Lat by Obs 31:21 Long by cum 121:24 West

705

Sunday 14

first part of this 24 hours calms Middle part  
light air from the S.W. steering to the  
E.S.E. Latter part Much the same  
Meeting as usual in the Cabin So Ends



Ship Helen Augusta of New Port B.I

706

Monday November 15 D 1852  
Birt and Middle part light air from the S.W.  
steering E.S.E. Middle part much the same  
Latter part fresh breezes took A Sunan of the  
the Sun and Moon

707

Tuesday 16  
Came fresh breezes from the North West  
steering E by S. at 6 AM passed the Island  
of St Paul or Carlsberg bearing South  
Dist 15 miles Middle part light squalls of  
rain Latter part spoke the Citron of  
Nantucket 1000 lbs this season Capt Bailey

708

Wednesday 17  
Begins with strong breeze from the N.W.  
steering by the Citron in sight at 5 PM  
saw St Bartholomews Bay Dist 20 miles ship  
steering for the harbor entered the Bay and  
came to anchor in 6 fathoms of water in  
company with the Citron found going then  
the Brig Ramercular of San Francisco Capt  
Smith A Spearin whaling on the Coast

709

Thursday 18  
This Day pleasant the Boats went A  
fishing, and returned with fish and clams

710

Friday 19  
Boats went a fishing and charming  
as usual at night returned. saw A  
Steamer pass the Bay Bound to San Francisco

711

Saturday 20  
light air from the N.W. sent the Boats  
a fishing and charming. Got 2 barrels of  
Clams and a quantity of fish

712

Sunday 21  
Came on light breezes from the N.E.  
Middle and Latter part calm —  
Meeting as usual in the Cabin  
the Citron's crew came on board to  
Meeting



Nathaniel Pales Master on California Coast

713

Monday November 22<sup>d</sup> 1853  
this 24 light winds from the North & boats were  
sent ashore for fish and clams at 4 in the afternoon  
with 10 kernels of clams So Ends

714

Tuesday 23  
Begins with fine weather lying to anchor at  
8 AM took the anchor for sea in company with  
the citizens So Ends getting and offering

715

Wednesday 24  
first part of this 24 hours fresh breezes from  
the N.E. at 6 P.M. took in sail at 6 A.M.  
Made sail Middle and latter part strong winds  
from the N.W. So Ends the Land still in sight

716

Thursday 25  
Begins with strong breezes from the N.W.  
steering S.E. under easy sail at 6 P.M. heaved  
too heading West at 6 A.M. Made sail  
Middle and latter part much the same  
Satt by Obs 26:12 North Long the Land in sight

717

Friday 26  
At this 24 hours Moderate winds from the  
N.W. standing on Different tacks  
saw porpoises and Black fish So Ends  
Satt by Obs 26:09 North the Land still in sight

718

Saturday 27  
Comm<sup>es</sup> with fresh breezes from the N.W. standing on  
Different tacks the Land still  
in sight Middle and latter part much  
the same So Ends the Land in sight

719

Sunday 28  
Throughout this 24 hours light breezes  
from the N.W. standing on Different  
tacks So Ends needing Good Books

720

Monday 29  
this 24 hours light breezes from the N.W. standing on  
Different tacks the Land  
still in sight saw humpbacks  
So Ends this Day



Ship Helen Augusta. of New Port. N. I.

721

Tuesday Nov<sup>r</sup>. 30 D. 1852

Begins with light breezes from the N.W. standing on different tacks at 6 P.M. took in top gallant sails and left off S.E. Middle and Latter part much the same

722

Wednesday Dec<sup>r</sup>. 1. D. 1852

All this 24 hours moderate wind from the N.W. steering S.E. saw a humphack and finback - the Land in sight still

723

Thursday 2.

First part of this 24 hours continues brisk breezes from the N.W. steering S.E. Middle party much the same Latter part lost sight of the citiren and the Land

724

Friday 3

This Day light breezes from the North steering East by South Middle and Latter part wind from the N.W. saw humphacks and finbacks low and without success

725

Saturday 4

Comm<sup>ce</sup> light breezes from N.W. steering E. by S. Middle and Latter part fine light airs saw the Land Dist. 60 Miles

726

Sunday 5

Begins with light airs from the N.W. steering for Cape St Lucas at 6 P.M. took in the top gallant sails and hauled A Back the head yards at 6 A.M. made sail Middle and Latter part the same

727

Monday 6 Tuesday 6

This 24 hours begins with light breezes from the N.W. taking off and on at Cape St Lucas sent 2 boats on shore the boats returned with seven Bullocks - and some fresh Meat. Latter part light airs and calms So End this Day



# Nathaniel Bales Master on California Coast

727

## Wednesday December 7<sup>th</sup> 1852

Begins with light airs and calms at 4 P.M. came to anchor at Cape St Lucas 15 fathoms of water found an English Schoof of War Lying there Latter part fresh breezes for wood and water So Ends this Day Lying here to anchor

728

## Thursday 8

Continues with light winds from the N.W. Employed getting water So Ends this Day

729

## Friday 9

light wind, Lying at the Cape employed getting water and painting ship

730

## Saturday 10

this Day still Lying at the Cape employed getting wood and water received 40 Bbls of potatoes on board. 300. oranges - and some hay for the cow So Ends

731

## Sunday 11

Pleasant weather still Lying at the Cape Meetings held in the Cabin - Prayer and Conference in the Cabin

732

## Monday 12

Begins with light airs and calms at 10 A.M. Get under weigh and proceeded to sea So Ends this Day and the sea Day commences

733

## Tuesday 13

Continues with fresh breezes from N.W. at 6 P.M. took in sail for the night Midite part saw Black fish track & took them to the ship and hoisted them in and cleared the Decks So Ends this Day

734

## Wednesday 14

Comes with light winds and calms Midite and Latter part fresh breezes from N.W. Employed in Sunday. Vols



Ship. Helen. Augusta. of New Port. N. I.

735

Thursday December 16. A. D. 1859  
beginning with light wind from the N. W. &  
standing on Dipper out tack Middle and  
Latter part much the same kept the  
Ship of S. W. by S. So Ends this Day

736

Friday 17  
Comes fresh breezes from N. W. steering  
S. W. by W. under all sail killed  
A Bullock Middle and Latter part  
about the same So Ends this Day

737

Saturday 18  
first and Middle part wind from the  
N. E. steering S. W. by W. Latter part  
Moderate winds So Ends

738

Sunday 19  
Comes in with Moderate winds from the  
N. E. steering W. S. W. Middle and Latter  
part about the same So Ends

739

Monday 20  
this Day light breezes from the N. E.  
steering W. by S. Middle and Latter part  
light airs and variables So Ends

740

Tuesday 21  
light airs from the N. W. E. saw plenty of  
Birds saw the Land Dist about 12 miles  
Middle and Latter part light weather  
So Ends this Day

741

Wednesday 22  
all this 24 hours light airs and pleasant  
Employed in Battling Down the Riggin and  
sundry other Gals Middle and Latter  
part much the same So Ends

742

Thursday 23  
comes light airs and pleasant steering  
W. S. W. Employed Battling Down the  
Riggin and sundry other Gals Middle  
and Latter part Moderate breezes  
from N. E. So Ends this Day



# Nathaniel Pales Master Bound for Honolulu

743

Friday December 24 D 1852  
 Begins with light winds from the N.E.  
 Middle part light squalls accompanied with  
 slight rains Latter part much the same

744

Saturday 25  
 All this 24 hours light winds from the  
 N.E. steering W. by S. Employed taring  
 Down the Rigging So Ends this Day

745

Sunday 26  
 This Day pleasant light N.E. winds steering  
 W. by South Meeting as usual in the Cabin  
 Day and Evening So Ends

746

Monday 27  
 Begins with pleasant weather and light  
 winds from the N.E. steering W. by S.  
 Middle and Latter part much the same  
 Lat 18. 31 North Long 198. 00 West

747

Tuesday 28  
 All this 24 hours light winds from the  
 N.E. with pleasant weather steering  
 per compass W. by S. under all sail So End

748

Wednesday 29  
 Continues fresh N.E. trades steering  
 W. by S. under all sail Employed painting  
 the Cabin and Sundry other Jobs So Ends

749

Thursday 30  
 Throughout this 24 hours continues  
 N.E. trades ship steering W. by S.  
 So Ends this Day Lat 17.50 N. Long 195. 00 W.

750

Friday 31  
 Continues the same as yesterday ship  
 steering W. by S. Employed in sundry Jobs  
 So Ends this 24 hours So Ends



Ship Helen Augusta of New Port R.I.

751

Saturday January 1<sup>st</sup> 1853  
throughout this 24 hours fresh N.E. trades  
steering W. by S. all hands employed  
serving shoring So Ends this

752

Sunday 2  
Commence with light airs from the N.E.  
steering West half south Middle  
part light breezes from the East  
 Latter part variable So Ends

753

Monday 3  
first and middle part of this 24  
hours light breezes from N.E.  
steering W. half South Latter part  
hauled up the main sail So Ends

754

Tuesday 4  
Continues light light wind from E. N.E.  
Middle and latter about the same  
So Ends this day

755

Wednesday 5  
first and middle part light breezes  
from the East E. Latter part fresh  
breezes employed Rattled Down the  
Rigging afresh So Ends this

756

Thursday 6  
Begins with fresh breezes from E. N.E.  
and then about to N.E. steering West  
employed at various jobs Middle and  
latter part employed with washing  
the steerage and tyworks So Ends

757

Friday 7  
first and middle part fresh N.E.  
trades steering W. by N. at 10 A.M.  
saw Oneghee Dist 90 miles So Ends  
steering in for the Harbour



Nathaniel Dales Master Bound for the S. I. Honolulu

758

Saturday January 8 D 1853  
 Comes with fresh N.E. trades steering in for the  
 Harbour at 4 P.M. sent 2 boats in at 9 the boats  
 returned with Doctor Sanger. kept the ship off  
 N.W. and made sail latter part light winds  
 So Ends steering N.W.

759

Sunday 9  
 Begins with fresh N.E. trades steering Down  
 for Howhee Middle part light air and  
 Calms Latter part Moderate trades  
 So Ends Sailing pass Howhee

Monday 10  
 Comes with fresh N.E. trades at 7 P.M. made  
 Dingy head hauled the ship to the Wind  
 off shore standing off and on at 9 A.M.  
 steered for the harbour and came to  
 anchor So Ends this Dg - Received  
 our letters from home - which gladden  
 our hearts after a ten months Cruise

Tuesday 11  
 Laying at anchor in Honolulu - staid here  
 26 Days during which time - we shipped home  
 per screening of the Sea 1000-30 barrels  
 of whale oil and 24 of sperm shipped by  
 the Glen Brooke 1000 lbs of Bone took on  
 board 300 lbs of water at two different  
 times - Each watch had about two weeks  
 of rice the watch on board set up shooks  
 for water Discharged the seasons - and  
 William White & Boatsteer to New Runaway  
 Paught 4 of them took on board 83 lbs  
 of potatoes Delaney 26 took the anchor  
 and proceeded to sea

Sunday 29  
 Nearly calm all Dg. standing up perched  
 Moloai serves in the Cabin as usual  
 So End fine Weather



Ship Helen Augusta of New Port B S

808

Monday February 28 D 1853

All Day light baffling winds Drifted to the  
leeward some Dist, Oahu still in sight Employed  
fitting boats and setting up Riggins

809

Tuesday 29

Squally with rain all Day variously  
Employed

810

Wednesday March 1

strong squalls with heavy rains all Day  
Between Molokai and Oahu 3 ships and  
several schooners in sight at 10 A.M.  
single reefed the fore and main topsails

811

Thursday 3

All Day fresh gales from the North under  
Whole topsails standing on Different tack  
trying to get to the Windward - Had many  
complaints about the Cook called the Cook  
aft and seized him up in the Riggins and  
after flogging him left him in the Riggins  
When one of the Seasoners came aft  
and asked how long that Man was to stay  
they could not hear the conversation between  
him and the Mate - it Ended in the Seasoners  
cutting the Cook from the Riggins

812

Friday 4

Came with fresh gales - stood in and sent  
a Boat ashore the Capt, Mr Locke, and  
James Shaw our crew and Mr Bates  
& passenger came on kept up for Hoie  
at Day light close to shore sent the  
Boat ashore with the captain and Mr  
Bates the two Men were flogged that  
were Ringleaders So Ends

813

Saturday 5

All this Day fresh gales the capt on  
shore at Palmy sent a word to stop  
of untill Monday So Ends standing off  
and on under reefed topsails



111

Nathaniel Bates Master of Kalon S. Island

814

Sunday March 6 D 1853  
first and middle parts strong breezes  
latter part light breezes at Day light  
found our selfs several Miles to leeward  
Got up the cables and bent them took the  
starboard anchor of the Bow - stood in intending  
to come to anchor of Fairmain shoaled our water  
to 5 fathoms then stood to sea saw a Brig to  
anchor - took our anchor to the Bow

815

Monday 7  
stood in shore at 8 A.M. sent in 3 boats  
with Trade 10 Miles to the leeward of the  
town and very rugged the Boats arrived on  
Shore at 2 P.M. So Ends

816

Tuesday 8  
fresh gales carried much sail all night  
But find it impossible to get to the Windward  
at 4 P.M. the Boats returned with wood and  
potatoes sent one boat on shore who did not  
get there until 9 o'clock - stayed all night  
and lodged in a natives house ship carried a  
Press of sail all night - in the morning  
saw to the Seward as even sent in 2 boats  
after Breakfast So Ends

817

Wednesday 9  
the Boats arrived on shore about 10 P.M. the  
boats crews about exhausted breezes still  
strong at 3 P.M. Left shore with recruits  
such as Cows, pigs, fowls, ragabags  
&c &c kept off before the wind and shortened sail

818

Thursday 10  
fresh breezes and fine weather running  
under easy sail Employed setting up the  
Rigging the cooper setting up shooks

819

Friday 11  
fresh breezes from E N E with pleasant  
Weather some W G S. Sent Down the Main  
sail to Repair Employed setting up shooks



Ship Helen Augusta of New Port B S

820

Saturday March 12 D 1853  
Begins with strong breezes from the E. N. E.  
at 6 A.M. set whole topsails and 11<sup>th</sup> top  
Gallant sail the remainder of the Day  
pleasant Employee steering the wheel  
sole and setting up shooks

821

Sunday 13<sup>th</sup>  
first part of this Day heavy rain  
 Latter part quite pleasant breezes  
strong from the East So Ends

822

Monday 14<sup>th</sup>  
fresh breezes from the East Employee  
in Sunday Job Broke out for provisions  
and shook heads sawe 4 sails

823

Tuesday 15<sup>th</sup>  
Begins with fresh breeze from the East  
steering W. by S. spoke the ship Hunter  
of New Bedford Capt. Holt left sales  
Went on board of the Hunter and spent  
the after noon with Mr. and Mrs. Holt  
Employee making out for shook heads  
and filling water in the Main tub

824

Wednesday 16<sup>th</sup>  
Comm<sup>es</sup> with strong breezes from the East  
uncen singled reefed top sails steering  
West per compass All hands Employee  
Cooper setting up shooks the Carpenter  
Building a house up left the sail  
Maker Repairing sails — the cook gave  
us salt Coffee — the Boatsteers put him  
over the windlass George gave him two strokes  
with the hand saw So Ends this Day

825

Thursday  
strong breezes from the East steering West  
Employee in Sunday Job the Macanias  
at their trades all hands helping the  
Cooper So Ends



Nathaniel. Peles. Master Borne for the Arctic. Ocean

Friday March 18. A.D. 1853

826

Begins with strong breezes from the East and then  
cast steering N.W.W. at Meridian hauled up N.W.  
So Ends setting up shooks

Saturday 19

827

Com<sup>es</sup> fresh breezes from the East Course then  
Compass N.W. by N. overhauled the Chests hauled  
to find a pair of Traverses - Broke out the  
staps So Ends all hands Buseyly Employed

828

Sunday 20

All this Day fine Pleasant Weather  
Services in the Cabin as usual. Ends Calms

829

Monday 21

Comes with light air and Calms at 9 AM  
the Wine hauled to the North - took in the  
Mr top gullent sails and luffed to the Winds

830

Tuesday 22

Dist part fresh breezes from the North  
steering by heaving N.W.W. Middle and  
Latter part fresh gales on Dipper and  
tacks

831

Wednesday 23

Begins with fresh gales from E.N.E.  
Employed stowing Down Provisions  
setting up pipe shock - Making spun yarn

832

Thursday 24

Strong breezes from the North all Day with  
light rain squalls under Double Reefed  
Top sails Broke out for shooks So Ends

833

Friday 25

fresh breezes from the N.E. and overcast  
at work in the hold as usual So Ends

834

Saturday 26

Comes light air and calms More the  
Gally aft Middle and Latter part  
calm heavy swell from the North



Ship Helen Augusta of New Port R.I.

835

Sunday March 27 A 1853  
heavy gales from the East with a heavy  
swell from the North Middle part  
Much rain - Cut the Goats throat - So Ends  
Not Employed

836

Monday 28  
A 1/2 Day strong gales with rain under  
Close reefed Mm. top sails and fore sail  
split the fore topsail Chewing it up  
Called up the watch in the rain and  
sent it Down to repair sent Down  
fore and Mizzen top gallant yards

837

Tuesday 29  
first part strong gales from the North  
Middle and latter part more Moderate  
Made all sail steering by to the N.W.  
Employed setting up shooks and fitting  
the Galley Wednesday 30

838

Begins with light breezes from the  
North and Moderate with passing rain  
squalls - the Captain told a Scotch  
Boy to go to the Mast head for  
Punishment - he swore he would  
not - the Capt put him in the  
Mm Raggin and flogged him untill  
he went - on his Bone Back

839

Thursday 31  
fresh gales from the North all Day  
under reefed topsails steering by an  
Different tacks Doing all possible  
So Ends finished the Galley

840

Friday April 1  
Breezes fresh from N.E. under  
under close reefed topsails  
variously Employed So Ends

841

Saturday 2  
fresh breezes from E.S.E. under  
whole topsails and courses steering  
N.W. per compass - So Ends



Nathaniel Pales Master Bound to the Arctic Ocean

Sunday April 3<sup>rd</sup> D. 1853

842 Begins with light breezes from the S.E. and the weather overcast ship steering N.E. Employed setting up shrouds repairing the boat and and rails. Middle and latter part Much the same steering in the Cabin as usual, So Ends Lat 50° 31' North

843 Monday 4<sup>th</sup>

Corn as with moderate winds from the E.S.E. steering N.W. Middle part wind hauled to S.E. Latter part Much the same Employed fixing the Buder So Ends Lat 34° 18' North

844 Tuesday 5

Birds and Middle part fresh breezes from the S.E. to South steering N.W. under moderate sail with slight rain Latter part Wind from the North ship and Diphrent tack So Ends Employed repairing Boats Lat 35° 26' North

845 Wednesday 6

Corn as with moderate winds from the North steering by and Diphrent tack Middle part Rainy weather Latter part fine Weather saw Black fish E.S. winds from the S.S.W. Lat 35° 54' Long 166° 10'

846 Thursday 7

All this Day breezes from S.W. with some fog ship steering N.E. & N.W. hence varied by Employed So Ends Lat 37° 10' N Long 167° 10' East

847 Friday 8

Continues moderate winds from the N.W. with Much fog. and some rain Middle and latter part fresh breezes from the N.W. steering by heading N.E. So Ends this Day Lat 37° 10' N



Ship Helen Augusta of New Port. B.I.

Saturday April 9. A 1853.

848

Came with fresh breezes from the N.W. steering by the N.E. at 6 P.M. wore ship to the N.W. Middle and latter part wind from the South with rain steering N.W.

Lat 42° 38' 58"

849

Sunday 10

All this 24 hours strong breezes from the South steering N.W. with some rain and fog. Meeting in the cabin as usual. So Ends Lat 42° 38'

850

Monday 11.

Begins with fresh breezes from the S.W. accompanied with Rain steering N.W. Middle and latter part strong Gales from the N.W. So Ends Ship Lying too under close reefed Main topsail Lat 42° 10' North Long 65° 10' E

851

Tuesday 12

Came with fresh gales from the N.W. Laying too under bare poles short sail on different tacks Middle and latter part wind from the South with fog and rain So Ends

852

Wednesday 13

Begins with fresh breezes from the South with fog and rain steering N.W. by N. at 9 P.M. took in sail to close reefed Main topsail here the Ship too heaving N.W.

853

Thursday 14

All this 24 hours strong gales from the North Laying too on different tacks heaving N.W. and N.E. by N. with squalls of Rain and hail So Ends this Day

854

Friday 15

Throughout this 24 hours strong gales from the South with squalls of hail ship on different tacks So Ends



Nathaniel Riles Master. Bount. to the Arctic Ocean

855

Saturday April 16. 1853  
Begins with strong gales from the North  
Ship under short sail Middle part with rain  
and snow took away the top gallant  
forecastle and shifted the masts further  
forward Middle and Latter part strong  
gales from the West So Ends

856

Sunday 17  
Satt By D.R. 45:18 North  
Long 167:08 East

At 6 this 24 hour strong gales from the  
West again too heading to the S.W. Meeting as  
usual in the cabin

857

Monday 18  
Commence with strong gales from the West  
Middle part more Moderate Made sail  
Wind from the S.E. with snow Latter part  
Strong gales from the West Satt by D.R. 46:36 North  
Long 166:54 East

858

Tuesday 19  
Begins with strong gales from the S.W.  
Middle part heavier gales Ship heading  
S.W. Latter part wine hauled to N.W.  
and Moderate some set the fore sail  
So Ends Satt by D.R. 47:38 North Long

859

Wednesday 20  
Commence with strong gales from the S.W.  
Ship on different tacks Middle part  
more Moderate with squalls of snow  
Latter part strong gales again So Ends  
Satt by D.R. 47:52 Long 166:48 East

860

Thursday 21  
first part of this 24 hours strong winds  
from the West with lowering weather  
Middle and Latter part more Moderate  
with wind from the South with snow  
Ship steering S.W. So Ends Satt by D.R.  
48:45 Long by act 167:08 East



~~Ship Helen Augusta of New Port P.B.~~  
Ship Helen Augusta of New Port, P.B.

861  
567

Friday April 22. 1853  
Comm<sup>es</sup> with fresh breezes from the S.W.  
with frequent snow squalls ship steering  
N.W. by N. Middle part wind hauled to  
N. shortened sail and wore ship to the  
S.W. saw two ships Bearing North  
 Latter part frequent squalls of snow  
So ends Lat by D.R. 48. 25 Long

862

~~862~~

Saturday 23  
Comm<sup>es</sup> with light winds with snow  
squalls. Middle and Latter part fine  
Weather Employed at sundry jobs  
So end Lat by Obs. Longly even

863

Sunday 24  
First part of this 24 hours light  
breezes from the West. with pleasant  
Weather Middle part wind hauled to  
the N.E. Latter part breeze freshened  
took in sail to close reefed the top sail  
and fore sail So end steering N by West  
Lat by Long by

864

Monday 25  
Begins with fresh breezes from the N.W.  
Middle and Latter part light winds  
and pleasant steering by to the N.E.  
So ends this 24 hours Lat by Obs 51.12 Lon  
Long by even 163 14 0

865

Tuesday 26  
Comm<sup>es</sup> with Moderate winds from  
the North with a heavy swell from  
the N.E. Middle and Latter part  
Light air So end Lat

866

Wednesday 27  
First part of this 24 hours light  
from S.E. with snow squalls  
steering North Middle part  
breezes freshened Latter part  
strong breezes So ends this Day  
Lat by D.R. 51.53 Long by



Nathaniel Pale Master Bound to the Arctic Ocean  
 Nathaniel Pale Master Bound to the Arctic Ocean

867

Thursday 28 April 1853

Comes with strong gales from the S.E. steering  
 N.W. & at 1 P.M. where the ship too heading  
 to the S.W. at 8 P.M. wind hauled to the  
 West ship heading N.W. & at 8 A.M. kept the  
 ship of and steered N.W. & saw two ships  
 spoke the Consular Schooner of New Bedford  
 So ends steering N.W. & Lat 53° 22' North Long 164° 35' East

868

Friday 29

Begins with with Moderate gales from the S.W.  
 steering N.W. & Middle part More Moderate  
 at 6 A.M. saw Beings Island Dist 10 miles  
 V.E. Latter part calms trying to get of from  
 the Land saw three sails to the N.W.

Saturday 30

869

Comes with light air and calms trying to get  
 of shore at 6 P.M. Moderate winds from the  
 N.W. took in fore and Main top sail  
 and Double Reefed the Main and layed to for the  
 Night ship heading of shore at 6 A.M. saw nite  
 Whales Toward without success So ends  
 four ships in sight Beings Island E.N.E.  
 Dist 25 Miles

Sunday May 1<sup>st</sup> 1853

870

First part of this 24 hours Moderate  
 breezes with pleasant weather Middle  
 part foggy Latter part light snow  
 squalls So ends Meeting as usual

Monday 2

871

All this 24 hours fresh breezes from  
 the V.E. with snow Ship on Different  
 tack under Easy Sail So ends this day

Will to Morrow thin will be fine  
 times in report. and I wish I  
 was there

Samuel R. Locke



Ship Helen Augusta of New Port. P.

872

Tuesday May 3. A 1853.

<sup>Corn<sup>me</sup> with</sup>  
fresh gales from the N. W. accompanied  
with snow, ship on different tacks  
middle and latter part wind more moderate  
still snowing So Ends wind veering to  
the West — Election Day in New Port

873

Wednesday 4

Corn<sup>me</sup> with wind hauling to the  
West ship steering N. W. still  
snowing middle and latter part  
fine breezes from the South with  
occasional sleet snow saw a sail and the  
Land Bearing N. W. W. Dist 60 miles

874

Thursday 5

Begins with light southerly wind  
with light snow squalls steering N. W. W.  
one sail in sight middle part much  
the same latter part saw the  
Land, spoke the Ships John Capt  
Dillston and California Capt Wood  
of New Bedford So Ends

875

Friday 6

First part of this 24 hours  
fresh breezes from the N. W. & E.  
steering by to the N. W. & E. middle  
part fresh gales bore the ship  
too heaving. E. N. E. latter part  
more moderate with snow ship  
on different tacks So Ends

876

Saturday 7

Begins with fresh breezes  
from the North ship on different  
tacks saw two ships much snow  
middle and latter part fresh gales  
So Ends thick snow storm



Admiral. Bates. Master Borne to the Arctic Ocean

877

Sunday May 8 1853

from the N.E. Middle and Latter part  
heavier gales. with much snow ship  
on Different tacks So Ends

Monday 9

878

First and Middle part of this 24  
hours strong gales from the N.E.  
Ship on Different tacks Latter  
part More Moderate Made sails.  
Lat by Obs 55 04 North Long 166 40 East

Tuesday 10

879

Begins with Moderate winds from the  
N.W. at 6 P.M. lent a new Main  
sails at 6 A.M. lent a new Main top sail  
Middle and Latter parts Moderate with  
snow squalls So Ends

880

Wednesday 11

Comm with light from the N.W. W?  
steering by to the N.E. Middle part  
light airy Latter part calm saw  
Pheiruns Island bearing East Dist 30 miles  
saw 2 ships So Ends Lat 55 03 North

881

Thursday 12

First and Middle part of this 24  
hours light airs and calms Pheiruns  
Island bearing East Dist 30 miles  
Middle and Latter parts light breezes  
from the N.E. to North with light  
snow squalls, saw two sails trying to  
get North So Ends this Day

Friday 13

Begins with light N.E. winds trying  
to get North. two sails in sight  
Middle and Latter part Much  
the same ship on Different  
tacks So Ends this Day



Ship 2 Helen Augusta of New Port B. I.

883

Saturday May 14. 1853

All this 24 hours fresh breezes from the North with squalls of snow spoke the ship Catherine of New London saw the Land Lat 57 03 North

884

Sunday 15

Came light winds from the E. by N. at 7 P.M. tacked ship to the North Middle and Latter part much the same Meeting in the Cabin as usual So Ends Lat by Obs 57 14 North

885

Monday 16

Begins with fresh breezes from the North ship on Differant tacks the ship Catherine still in sight Middle and Latter part light airs and calms So Ends this 24 hours, saw Land

886

Tuesday 17

First part of this 24 hours light airs from the N.W. ship on Differant tacks Middle part calms Latter part light breezes from the South spoke the Barque Newton of New Bedford capt. Sherman 20 Months out 1500 So Ends

887

Wednesday 18

Came with light breezes from the South Middle part light airs from the West Latter part light breezes from the East So Ends

888

Thursday 19

Slight snow First and Middle part of this 24 hours light airs from the E. steering by to the N.W. Middle and Latter part light winds from the N.W. ship on Differant tacks saw 5 ships two of them Boiling saw Greenhouses and a pinback So Ends Lat by Obs. 57:59 North



Nathaniel Peles Master for Arctic Ocean Whaling

Friday May 30. D 1853

889

Begins with light breezes from the South ship on Different tacks - at 6 A.M. saw a Large quantity of Ice Middle and Latter part much the same Saw 3 sails. one of Boiling So Ends

890

Saturday 31

Came with light breezes from the West ship steering North through field Ice Saw 3 sails one Boiling at 2 P.M. through the Ice Middle and Latter part wind from the South. saw much Ice Saw 14 sails So Ends on Different tacks

891

Sunday 22

First and Middle part of this 24 hours fresh breezes from the South ship on Different tacks to clear the Ice Latter part much the same Meeting in the Cabin as usual

892

Monday 23

At 11 this 24 hours strong winds from the West ship on Different tacks saw 4 ship getting in. 1 whale. spoke the Ice Hawk of New Bedford 1 whale. saw the Magnolia of New Bedford Boiling So Ends with much Ice to the N.E.

893

Tuesday 24

Strong gales from the West ship on Different tacks saw a number of ships standing all ways at 8 A.M. Tacked South to clear the Ice at 10. entered the Ice So Ends

Wednesday 25.

Light Westly breezes at 3 P.M. saw Bowhead in to the Ice Lowland without success Spoke the ship Roman of New Bedford 31 Months 800. saw 4 Ships Boiling Middle and Latter parts light airs and calms saw and Lowland for whales without success So Ends  
Close to the Ice Satt by Obs 58.07 North



Ship Helen Augusta of New York N.Y.

Thursday May 26. A 1853

895

Comm<sup>ences</sup> with light airs and calms in the  
Ice looking for whales saw and hauled  
without success at 7 P.M. fresh breezes  
from the East, Down tacks and steered  
by the wind heading N.E. at 9 P.M. took  
Ship to the S.S. 2.3 sea and hauled  
for Bowheads without success So Ends

896

Friday 27

Atk this 24 hours fresh gales from  
the West with much ice saw and  
hauled for Whales without success  
Middle and Latter parts thick Weather  
saw plenty of finbacks So Ends

897

Saturday 28

Begins with light breezes from the  
West with thick Weather Ship  
on different tacks 3 ships in sight  
Middle part hazy Latter  
part light breezes and calms  
So Ends this 24 hours

898

Sunday 29

Comm<sup>ences</sup> with light airs and saw T. Barge  
cutting Middle part light breezes from  
the South steering S.E. Latter  
part fine from the S.E. with thick  
Weather, Meeting as usual in the Cabin

899

Monday 30

Wind from the S.E. with thick fog  
steering S.S. 2.3 P.M. breeze freshened  
Doubt refect the top sails and furled  
the Main sail hauled the ship to  
the S.S. 2.3 Middle and Latter part  
thick and cloudy spoke the ship  
Bowdich of Warren Capt Walcott  
and his wife the ship 9 Months out  
No oil So Ends this 24 hours

I should like to see the folks in  
Newport to night



Nathaniel Bates Master. Arctic Ocean.

900

Tuesday May 31. A.D. 1853

Begins with light breezes from the south East steering N.E. at 4 P.M. Wind hauled the N.E. ship by the Wind heading E.S.E. the Bowick in sight Middle and Latter part much the same So Ends Satt by Obs. 57.45 North Long saw the Lane

901

Wednesday June 1. A.D. 1853

First part of this 24 hours light baffling winds from N.W. to the N.E. ship on the Eastern tack saw one white whale and plenty of pinbacks Middle part light airs from the N.E. tacked ship to the N.W. Latter part light airs from S.W. So Ends

Thursday 2

902 Comm with light airs from the S.W. saw pinbacks. Moving quick Middle part calm, Latter part calms with pleasant Weather So Ends Satt 58.35 Sand in sight

Friday 3

903 First part of this 24 hours calms at 7 P.M. passed a cactus Middle part light airs from the S.W. Latter part calm saw the Sand North Dist. 3.0 miles. saw 3 ships So Ends Satt by Obs 59.03 North

904

Saturday 4

Comm light airs and calms the Sand in sight. passed pinbacks Middle part light breezes from the East at 1 P.M. tacked ship to the S.S.E. Middle and Latter part thick fog ship on different tacks So Ends

905

Sunday 5

Continues light winds from the East with thick fog ship on different tacks Meeting as usual in the Cabin Middle and Latter part calms Saw two ships. saw plenty of Humphacks So Ends this 24 hours



Ship *Letam*. Augustus of New Port

906

Monday May. 6. 1833

First and Middle part of this 24 hours light  
air from the South saw the <sup>land</sup> bearing N. W.  
Dist 50 Miles. Ship steering E. N. E.  
Middle and Latter part fine weather So Ends

907

Tuesday 7

First part of this 24 hours fresh breezes  
from the S. W. steering N. E. Employed  
Breaking out the after hole for Stower  
Middle part hazy and overcast at  
5 A. M. saw whales bowen and struck  
and killed took the whole to the to the  
ship and cut him in saw 17 Ships  
10 Boiling spoke the Commander Capt.  
Near 3 whales this season So Ends

908

Wednesday 8

Begins with fresh breezes from the South  
Employed in learning of the Capt how  
to catch whales for I Believe the  
Devil him self could not find him  
Middle and Latter part light winds  
and and calms So Ends plenty of ships  
in sight

909

Thursday 9

First and Middle part of this 24  
hours light air and calms Employed  
Boiling saw 15 Ships 5 on side Boiling  
Middle and Latter part light air  
with fogg So Ends spoke the  
California 2 Whales heard of the  
Loss of the Susan of Nantucket  
Capt Smith. who after Meney  
Tryine times on the wreck, was  
taken on Board of the Black Warrior  
who came on board of our ship  
and told us all the particulars  
of his loss and of two Men that  
were Drown and froze to Death  
on and about the Ice



Nathaniel Fales Master, Arctic Ocean.

210

Tuesday June 10. 1853.  
Com light air and calms standing  
to the N.E. A Number of ships in sight  
Middle and Latter part saw Drift Ice  
So Ends with fog.

211

Saturday 14  
Begins with light air from the North  
ship on Vissenant tack saw Drift  
Ice at 9. P.M. found ice seals in the N.  
Latter part Calms Stowed Down 158 lbs of  
B Whale oil by Ship Surround with Ice  
So Ends this 24 hours

212

Sunday 15.  
First part of this 24 hours light air  
from the S.W. When we could find our  
Way Steering through the Ice at  
11 P.M. got through the Ice saw ten  
Ships Meeting as usual in the cabin So Ends

213

Monday 16  
4th this 24 hours light air and calms saw  
several ships spoke the Fair Wix of New  
London and the Shamrock of Bain Haven Latter  
part calms Saw A Number of ships

214

Tuesday 17  
light air and calms trying to get North  
East in company with the Shamrock  
of Bain Haven Middle and Latter part fine  
Weather Saw 40 ships So Ends this Day

215

Wednesday 18  
fine weather spoke A Number of  
Ships Middle and Latter part Calms  
Saw Cape Maudslayi Dist 50 Miles Bearing  
N.W. N. So Ends this Day



# Ship Helen Augusta of New Port. P.S.I.

916

Thursday June 16 1853

Come with moderate winds from the South West at 1 P.M. kept off N.E. running down with at 4 A.M. hauled to. heading S. at 7. kept off N.W. Later part light air

917

Friday 17

Come in with light air from the North with fog. Middle part clear in spots. saw Cape Thomsen Bearing N.W. Dist 30 Miles Spoke the Warren of Diskburg one Whale and Janus of Keweenaw 2 whales. Left steering by heading E. by S. at 3 A.M. kept off to the N.W. passed several points of thin ice So ends thick and hazy

918

Saturday 18

Begins with fresh breezes from the S.W. with thick weather spoke the Ship Francis Henrietta of Keweenaw 3 Whales. saw the Ship Roman Boring Middle part clear. Latter part thick saw whaler going quick to the N.E. however without success. Spoke the Ship Brookline of New London 2 whales So ends Sott by D.R. 64:15 North Long 179:10 West

919

Sunday 19

first and Middle part fresh gales from the South with thick weather Ship under short sail heading East saw 2 Barges at 10 P.M. passed A fresh Canoe Middle and Latter part Much the same ship on Duffen ant tack So ends this 24 hours meeting in the Cabin as usual

920

Monday 20

Ath this 24 hours fresh gales from the South with thick hazy weather Ship on Duffen ant tack and short sail, saw Long ice quite A number of ships in sight this day also. Beating off from the ice



Narrative of the Master in the Sea of Onieda.

921 Tuesday June 21<sup>st</sup> 1853

Continues fresh gales from the South with thick haze. Weather ship on different tacks heading E by S. and N. by W. Middle part more moderate latter part clear in spots saw the Ice So Ends

922 Wednesday 22

Came with fresh breezes from the South at 4 P.M. saw whales toward chased the whales in under the Ice at 2 P. light air drifted in to the Ice in company with the Ship Philip Deland of Fair Haven Capt Pierce Middle and latter part foggy still in the Ice ship trying to get South So Ends

923 Thursday 23

Begins with light breezes from the S.E. ship still in the Ice. cleared in spots saw 3 ships out side of the Ice Ship Thumper very heavy, seemed at times as if she could not stand it. Much longer, Middle and latter part much the same So Ends this 24 hours

924 Friday 24.

Continues fresh gales from the South still in the Ice thick foggy at 2 P.M. Cleared a little saw a long piece made sail on the ship. at 3 A.M. got out of the Ice. So ends foggy with rain ship on different tacks

925 Saturday 25

First and Middle part of this 24 hours fresh gales from the South with thick foggy ship on different tacks Middle and latter part much the same passed A Barque So Ends



Ship Helen Augusta of New. Port. B. I.

Sunday June 26<sup>th</sup> A 1853

926

First part of this 24 hours fresh breezes from the South with thick fog ship on Tupper and Tacks Middle part light breezes latter part light air from the N.W. with clear saw the same 7 ships in sight So ends Meeting in the cabin as usual

Monday 27

927

Begins with calms the Land in sight Bearing N.W. Dist 25 Miles Middle and latter part light breeze 25 ships in sight, Took 4 Luners of the Sun and Moon Lat by Obs 64.12 North Longitude by Sun 177.22 W

928

Tuesday 28

Com<sup>rs</sup> with light breezes from N.E. standing on various tacks saw humpbacks going quick Middle and latter part much the same So ends this 24 hours

929

Wednesday 29

light breezes from the South Middle part calm was visited by the natives from the Land who Reported that the ship Etiren of New Bedford was lost the 25<sup>th</sup> of September 1852 and the crew had lived amongst them untill taken on a few days previous by Ships — after living there 9 months. So ends saw Rock hoppers

930

Thursday 30

Com<sup>rs</sup> with light airs and calms had a visit from the natives the Dist 12 Miles Middle and latter part light breezes from the South saw ten ships working North So ends this 24 hours



# Nathaniel Poles Master in the Arctic Regions

931

Friday July 1. D 1853

first and middle part of this 24 hours  
light air from the South with foggy  
squalls spoke the Rain Bow and a number  
of other ships who reported, saw whales going  
to the S.E. middle part kept the ship  
of E.S.E. at 4. A.M. foggy wore ship to the  
S.W. and hauled A Back the head yards  
at 7 1/4 thick fog so ends this 24 hours

932

Saturday 2

24  
hours

Came on thick, light breezes from the South  
Saw land found it to be the Diomedes  
Islands middle part passing clear saw  
East Cape latter part clear in spots  
hauled the ship in and the Island and  
let go the anchor had a visit from  
the natives so ends this 24 hours

933

Sunday 3

Begins with fresh breezes from the South  
Ship Sailing to anchor in 24 fathoms  
of water under the East Diomedes had  
a visit from the natives to day. But  
did not trace saw the Ship Roman  
of New Bedford and Doubled up her topsails  
standing to the East so ends meeting  
as usual in the cabin

934

Monday 4

Independence Day

first part of this 24 hours  
light air from the South with  
foggy middle and latter part thick the  
same had a number of batteries from  
the shore and two boats pulled  
A Round the Island saw nothing so ends

935

Tuesday 5

Begins with light all round the compass  
at 7 1/4 P.M. took the anchor and steered  
to the N.W.W. middle and latter part  
Raising Down the Land East Cape in sight  
Saw Murrelets, Pigeons, and Waterfowl and  
Seab so ends fog occasionally



Ship Helen Augusta of New York P.S.

936

Wednesday July 6. 1853

First and Middle part of this 24 hours light  
air from S.W. to W.N.W. steering by to the  
North saw a ship in chace to the Sand Middle  
and Latter part fine weather steering by  
to the N.E. Lat 67.48 North

937

Thursday 7

first part of this 24 hours light breezes  
from the East and pleasant Middle  
part foggy wind veered to the East Latter  
part light air with foggy squalls So Ends

938

Friday 8

Course with fresh breezes from the  
South saw the ship Roman and  
Bowdich Capt went on board and spent  
the Evening with Capt Walcott and Lady  
Middle and Latter part foggy with  
Rain Had a visit from the natives  
Saw East Cape bearing E. by S Dist  
50 miles So Ends

939

Saturday 9

Begins with light air and calms with  
foggy squalls land all in sight East  
Cape bearing E. by S Dist 50 miles  
Middle and Latter part foggy Latter part  
saying heavy gales thence So Ends

940

Sunday 10

Alth this 24 hours moderate breezes  
from the North with foggy ship lying  
with heavy gales thick Meeting  
in the Cabin as usual So Ends

941

Monday 11

first part of this 24 hours foggy  
ship lying heavy gales thence at  
5 A.M. Saw East Cape Dist 12 miles and  
Bearing W. by South and the Diomedes Bearing  
S.E. by S Dist 8 miles steered by the  
Islands and the American Coast Middle  
and Latter part Light air from  
the North So Ends steering South



# Nathaniel Pales Master in the Arctic Regions

Tuesday July 12. D. 1853

942

anchored  
in  
30  
fathoms

First and Middle part light air from the North  
Working to the S.W. saw Ships trying to get  
North spoke the Caroline of New Bedford and the  
Quitmit of San Francisco — saw Plenty of  
Rock Sheppers So Ends this 24 hours

Wednesday 13

943

All this 24 hours light air from the South  
ship on Different tack, saw 8 ships — Kings  
Island Bearing N.W. Dist 30 Miles saw  
Plenty of Rock Sheppers So Ends So Luck

Thursday 14

first part of this 24 hours light air from  
the South Middle part, Breeze spoke  
the Ship, America of New Bedford. 3 Whales  
saw the ship of N.E. for Kings Island  
at 1. A.M. hauled the ship to the S. East  
at 4 came to anchor Middle and latter part  
thick fog So Ends

Friday 15

fresh Breezes from the South with fog  
going to anchor under Kings Is. at  
5 P.M. got under weigh. spoke the ship  
Liverpool of New Bedford. who had been  
Ashore in to the Eastward and was bilged  
and was leaking 2500. strokes an hour sent  
her our pump beam. and kept with her  
She had to be lighted by throwing over  
Board 200 barrels of oil. and casks and  
Provisions So Ends this 24 hours

Saturday 16

Com<sup>es</sup> with light winds from the South  
passing clear. at 10. A.M. thick fog  
came to anchor in 25 fathoms of water  
at Meridian clear in spots Capt. Swift  
and Mr Taber came on board and spent  
the Day at Number of ships in sight



Ship. *Merced Augusta*. of New York B. B.

947

Sunday July 17. D 1853  
Came with light air and fog ship ~~to~~ anchor  
at 6 P.M. got under weigh with the  
Liverpool and steered for St Lawrence's  
Bay passed a number of ships at Meridian  
North head of St Lawrence's Bay Bone  
W. S. W. Dist 30 Miles

948

Monday 18  
At this 24 hours light winds and  
calms at 11 P.M. came to anchor in  
the Mouth of the Bay in 12 fathoms  
of water — had to visit from the  
Natives — the Liverpool still in  
company so end this Day

949

Tuesday 19  
At 1 P.M. Capt Fales, Mr Babcock and  
Sudlow went on board of the Liverpool  
and Capt Swift called his crew and  
they all expressed their Desire that they wanted  
to leave the ship — for they would not  
try to work her in to port therefore Capt Swift  
sold the ship and oil of she then lay  
for 1000 one Thousand Dollars — Both ships  
got under weigh and proceeded up the Bay  
and came to anchor in 14 fathoms of  
water — We commenced immediately to on board  
sails and send down Mast and Riggins and  
soon the fine ship Liverpool began  
to look a perfect wreck — Wednesday hauled  
the hulks along side and began to take  
the oil — when ever we had weather that we  
could work at it we continued to work  
on the wreck untill the 27 of July when  
we had every thing from her of any value  
then we set her on fire and cast her  
A Drift and soon after she was wrapt in  
flames — she Drifted up the Bay and continued  
burning 3 Days — We found her Main yards  
to be longer then ours we therefore sent  
up her yards at the Main Mast  
and began to clean the Decks for  
sea A number of ships came in  
after water so I anchored and chain  
to the ship Thomas Dickerson and drew  
and a small gun to the Rogue Battick



# Nathaniel. Fols. Master in the Arctic Regions

Sunday Meeting as usual in the cabin still unpleasant weather Monday at 11 A.M. took the anchor for sea with a light breeze from the N.W. in company with the Menker of New Bedford Capt. Chase Esq. steering out of the Bay

Monday August 1. A.D. 1853

962 still lying in the Bay light breezes from all quarters of the compass at 10 got under weigh and proceeded to sea saw a number of ships some Bailing

Tuesday 2

963 Commenced with light air and calms in the Mouth of St. Lawrence Bay about 20 ships in sight spoke the Philip. DeLano & Whales sent up one of the Liverpool yards for a fore yard Latter part saw whales toward without success So Ends - Capt. V. Borton - that took the ship Citizen up here last season came onboard to remain with us

Wednesday 3

964 All this 24 hours light breezes and pleasant weather saw whales toward without success saw ships all Day chasing Middle and Latter part spoke a number of ships and had a Gam Saw plenty of Rip sacks So Ends

Thursday 4

965 First part of this 24 hours light air and calms Middle part came in foggy hauled aback the An yard ship heading N.E. by E. St. Lawrence's head Bearing N.W. by W. Dist 40 Miles Middle and Latter part much the same So Ends

Friday 5

966 Begins with light N.W. winds and fog Middle part clear saw whales toward without success found the Whales going quick Latter part fine weather So Ends this 24 hours



Ship Helen Augusta of New York. R. I.

967

Saturday August 6. 1853

Come with light winds from the East with pleasant weather saw the Diomedes Bearing North West 80 miles saw a Number of ships. 8. Boiling one cutting saw whales toward without success. So Ends this 24 hours with thick fog

Sunday 7

968

th. this 24 hours strong breezes from the East with thick fog ship off Differant tacks spoke the ship Drown and promised her Provisions on Monday So Ends this 24 hours

Monday 8

969

first part of this 24 hours fresh or strong breezes from the East with thick fog Middle and Latter part strong breezes from the S. E. with rain spoke the ship Crantham of New Bedford Capt Secum So Ends

Tuesday 9

970

Come with fresh gales from the S. E. with rain Middle part strong gales ship under short sail heading S. E. by E Middle and Latter part much rain still thick So Ends

Wednesday 10

971

Continues Winds from the S. E. with rain and fog Middle part. Lit up a little saw quite a Number of ships standing on Differant tacks Middle and Latter part still foggy spoke the Warren of Fishery Capt Smith So Ends this 24 hours

Thursday 11

972

Still light winds from the S. E. with thick fog ship on Differant tacks Middle and Latter part thick fog spoke the Black Eagle of Sag Harbor 5 Whales this season



# *Phanias Tales Master in the Arctic Regions*

73

Friday August 12. 1853

first and Middle part of this 24 hours fresh breezes from the South with fog spoke the Viger of New Bedford 5 whales and Black Eagle 5. Middle and latter part fog and rain So Ends this 24 hours

974

Saturday 13

Come on with wind from the South with fog and rain Middle part clear in spots saw and lowered for whales without success wore ship to the E. of the Middle and latter part, much the same spoke Cornelius Howland of New Bedford 5 whales this season So Ends this 24 hours

975

Sunday 14

first and Middle part of this 24 hours Moderate breezes from the N.W. with thick fog ship on Different tacks at 8 P.M. came to anchor in 18 fathoms of water saw whales continues foggy latter part passing clear at 10 P.M. took the anchor and made sail ship on Different tacks saw 40 ships So Ends

976

Monday 15

Come on with fresh breezes from the S.W. Middle part wind from the N.W. and clear saw and lowered for Bowheads without success latter part Employed chasing Rissacks. some times a Bowhead So Ends this 24 hours ship working South off of from the ground

977

Tuesday 16

Begins with fine pleasant weather and light and heavier squalls from the N.W. ship on Different tacks saw and lowered for Bowheads without success at one P.M. hauled the ship too to the N.W. at Day light hauled in shorter Middle and latter part strong breezes Ends with fresh gales ship steering S.E.



Ship Helen Augusta of New York N.Y.

978

Wednesday August 17<sup>th</sup> 1853

Begins with strong gales from the North with rain ship steering S.S.E. Middle and Latter thick heavy weather Capt<sup>n</sup> sent the Second Mate of Duty for telling the Captain that it was impossible to please him, which was too true to be Disputed — So Ends this Day

979

Thursday 18

Comes with strong breezes from the North ship steering S.W. by S. at sun set hauled to the West, at Day Light kept of S.W. by S. thick weather Latter part passing clear saw Whales toward S.B. struck short warp parted lost the Whale So Ends this 24 hours

980

Friday 19

First part of this 24 hours light breezes from the N.W. and overcast Middle and Latter part light air and calms saw and looked for whales without success So Ends Employed Lashing spears

983

Saturday 20

Comes with light airs and calms Saw and looked for whales without success Middle and Latter part light breezes from the East So Ends

984

Sunday 21

Throughout this 24 hours light breezes from the E.N.E ship under Double reefed topsails and fore sail on Dippenant tacks Meeting in the Cabin as usual So Ends this 24 hours



# Nathaniel Pades Master in the Arctic Regions

85 Monday August 22. A 1853

Came with fair weather and light breezes from the East at 10. set fore and Mizen top sail ship heaving to the South Middle and Latter part thick Rainy weather saw pinbacks at 11 kept the ship of S.W. by S So Ends this 24 hours

86 Tuesday 23

First and Middle parts Moderate breezes from the South ship steering S.S.W. with thick Rainy Weather Middle and Latter part still thick Weather hauled the ship, too heaving E.S.E. So Ends this 24 hours

87 Wednesday 24

Came with light winds from the S.W. ship steering E.S.E. still thick hazy weather Middle and Latter part much the same steering N.E. by E So Ends this 24 hours

88 Thursday 25

All this 24 hours fresh breezes from the S.S.E. steering N.E. by N. with thick hazy weather saw pinbacks So Ends this Day

89 Friday 26

Came with Moderate breezes from the S.E. with thick weather ship steering N.E. by N. Middle part still thick Latter part wind from the S.W. ship on Different tacks So ends this 24 hours

90 Saturday 27

Came with light winds from the S.W. with thick weather ship on Different tacks Middle part calms Latter part fresh breezes from the E.S.E. So Ends ship steering S.W. by S



Ship Helen Augusta of Newport

991

Sunday August 28 1853

Came up with fresh breezes from the  
E. & S. ship steering S. W. by S. Middle  
and latter part much the same So Ends

992

Monday 29 Lat 56:24 North

First and middle part of this 24  
hours fresh breezes from the N. E. &  
ship steering S. W. by S. Middle and  
latter part fresh breezes from the  
West ship steering by to the south  
So Ends this 24 hours

993

Tuesday 30

Begins with fresh gales from the N. E. &  
Middle and latter part strong gales  
from the South. W. with thick  
Weather ship laying too heading W.  
So Ends this 24 hours

994

Wednesday 31

Still continues strong gales from the  
South ship laying too heading West  
at 7 P.M. were ship to the Southward  
and Eastward Middle and latter part  
more moderate Made sail ship on different  
tacks So Ends this 24 hours

995

Thursday Sept. 1st

All this 24 hours fresh breezes  
from the S. E. & S. ship heading  
S. E. still thick lowering Weather  
at 10 P.M. kept on S. E. by E. Middle  
and latter part much the same  
So Ends this 24 hours

996

Friday 2

First and middle part of this 24  
hours fresh breezes from the S. W.  
steering S. E. by E. at 7 P.M. took  
staying sails and fore and Mizzen  
top gallant sails and were ship to the  
N. E. at 3. A.M. were ship to the S. E.  
and Made sail So Ends this 24 hours  
Lat by Obs 54:40 North still hazy  
Weather



Nathaniel Fides. Master. Boane son. Honolulu

- 997 Saturday September 3<sup>rd</sup> 1853  
First part of this 24 hours light winds from the S.W. with thick weather ship steering S.E. per compass Middle part cloudy latter part fresh breezes ship on Different tacks So Ends this 24 hours
- 998 Sunday 4  
Comes with strong breezes from the S.W. ship on Different tacks Middle and latter part strong gales with rains and foggy ship on Different tacks So Ends
- 999 Monday 5  
First part of this 24 hours fresh gales from the S.S.E. ship on the Western tack Middle and latter part still thick Weather Ship heading S by E. So Ends this 24 hours
- 1000 Tuesday 6  
First and Middle part of this 24 hours Moderate Winds from the N.S.W. with thick Weather at sun set took in sail for the night in the vicinity of the Port Islands Middle and latter part still foggy So Ends
- 1001 Wednesday 7  
Still light winds from the S.S.E. with fog Middle and latter part about the same Ship on Different tacks heading N.E. by E and S by W. So Ends
- 1002 Thursday 8  
First and Middle part light breezes from the S.S.E. ship on Different tacks Latter part Brisk breeze from the N.W. ship steering S.E. by E. So Ends  
Long by current
- 1003 Friday 9  
First part of this 24 hours fresh Gales from the N.W. at 10 P.M. kept the ship on the Wind heading N.W. by E. at 4 P.M. kept off S.E. passed a quantity of coral at 10. Under our sails to be in the passage between  
So Ends still thick



Ship Helen Augusta of New Port

1004 Saturday September 10. 1853  
Comes in with fresh gales from the  
the S.W. with thick weather middle  
and latter part much the same ship  
steering S.E. So Ends this 24 hours

1005 Sunday 11  
Comes with strong gales from the S.W. Middle  
part squally with rain Carrier & keep  
the Jib Room. Latter part about the  
same Employed Repairing the Jib Board  
So Ends putting steering tables found the  
Sheer of the Head of the Rudder strong

1006 Monday 12  
Lat 42. 28 North  
First and Middle parts of this 24 hours  
fresh gales from the S.W. with thick  
weather middle and latter part  
passing clear ship steering S.E.  
So Ends this 24 hours  
Lat 45. 30 North

1007 Tuesday 13  
Long 163 40 West  
This 24 hours commences with fresh  
Gales from the S.W. to N.W. with  
middle and latter part light airs  
ship steering S.E. So Ends  
Lat 43. 20 North

1008 Wednesday 14  
Long West  
Comes with light breezes from the S.W.  
ship steering S.E. saw Porpoises  
and a fin back middle part Wind from  
the South with fog, latter part Wind  
from S.W. and pleasant So Ends

1009 Thursday 15  
Lat 41: 59 North  
Comes with fine pleasant weather  
with light breezes from the S.W. ship  
steering S.E. middle and latter part  
still light So Ends this 24 hours

Lat 40. 21 N



Nathaniel ~~Reed~~ Master Bound for Honolulu

1070

Friday September 16

Continues light breezes from the S.W. steering S.E. under all sail. Middle and Latter part about the same

Lat 39:18 North

Long 159:25 West

1071

Saturday 17

First and Middle part of this 24 hours light breezes from the S.W. with slight squalls of rain, ship steering S.E. Latter part squally with rain Lat by Obs 37:36

1072

Sunday 18

First and Middle part of this 24 hours light breezes, and calms with frequent squalls of rain, ship steering S.E. Middle part wind hauling to the North Latter part fresh breezes from the N. So Ends

Lat 35:22 North

1073

Monday 19

All this 24 hours light breezes from the North with slight squalls of rain ship steering S.E. saw a Brig. steering on the Northern tack So Ends this 24 hours

Lat by Obs 33:53 North

Longitude by chron. 158:01 W

1074

Tuesday 20

Still light breezes from the North ship steering S.S.E. Middle and Latter part light airs and calms So Ends

Lat 30:56 North

1075

Wednesday 21

First part of this 24 hours light breezes from the S.W. Middle part calms Latter part Employed painting ship in side S Ends this 24 hours.



Ship Helen Augusta of Newport R.I. Island

Thursday September 22 1853.

1016

First light air from the S.W. and calms  
Middle part light air from the S.W.  
Latter part light variable winds  
with pleasant weather So Ends

Lat. by Obs 28 25 North

1017

Friday 23

Come as with pleasant weather with  
small breezes Middle and Latter  
part squally with rain Ship heading  
from East to S.E. by So Ends

Lat 27.50 N

1018

Saturday 24

First and Middle part light air  
and variables Latter part light  
winds from the South So Ends

Lat by Obs 27.10

Long by Luner 15 West

1019

Sunday 25

Come as with light baffling winds  
from the south with pleasant  
weather Middle and Latter part  
about the same So Ends this  
24 hours

Lat 26.54 N

Monday 26

1020

First and Middle part light  
baffling winds and calms Latter  
part about the same So Ends

Lat by Obs.  
26 20

Tuesday 27

1021

tell this 24 hours light air and  
and calms winds all round the  
compass So ends Lat 26 20 North

Long 154.10 W



Nathaniel Pales Mastering Bound for Honolulu

1022

Wednesday September 28  
light air and calms and variables  
Latter part squally So Ends

Latt 26:41 North

1023

Thursday 29  
light variables with some rain  
Middle part Much the same

Latter part Moderate winds from the  
S.W. by S ship heading by to the S.E. So Ends

Latt by Obs. 26:12 North

Long 152:37 West

1024

Friday 30  
comes with light breezes from the S.W. ship  
steering by to the S.E. Middle part wind  
hauling to the West ship steering by heading  
S by West Latter part light air and calms

Latt 25 58

1025

Saturday Oct 1  
First and Middle part calms

Latter part the same  
saw 4 ship steering S by W.

Latt by Obs 24:45 North

1026

Sunday 2

First and Middle part calms  
Latter part light breezes from  
the N.E. ship steering S.W.

1027

Monday 3  
Calm light N.E. trades ship steering  
S.W. Middle and Latter part fresh N.E.  
trades under all sail So Ends

Latt by Obs. 23:10

1028

Tuesday 4  
fresh N.E. trades ship under all  
sail steering S.W. Middle and Latter  
part saw the Island of Wahoo  
Dist 30 Miles So Ends

1029

Wednesday 5  
fresh trades steering for the passage  
at Ferridian the pilot came on board  
and we entered the harbour and came  
to anchor So End getting ready to  
Discharge the stuff from the Trunk  
So Ends



Ship Helen Augusta of Newport R. I.

Thursday October 6. 1853  
This Day Employed Discharging Articles  
taken from the Wreck of the Liverpool

Friday 7  
About the same as yesterday

Saturday 8  
Much the same all hands  
were vaccinated by A Doctor  
from the Shore

Sunday 9  
All hands Went to Meeting

Monday 10  
Employed getting on Shore things  
taken from the Wreck

Tuesday 11



in all kinds of P. Islands

Ship Helen  
Augusta  
Capt. Dale  
of Newport  
R. I.



Ship Helen Augusta of New Port

Sunday December 4. 1853.

at 9<sup>th</sup> P.M. got the  
Boats unlashed and kept off S.E. by S.  
under all plain sails with light breezes  
from the Northward Middle and Latter  
part light airs and calms

Monday 5

Com<sup>rs</sup> with light airs from the N.E.  
Ship steering S.E. by Pen Compass Middle  
part strong breezes Ends with fresh gales  
Employed Building A Potato Pen

Tuesday 6

Direct and Middle part strong breezes  
from the N.E. all hands Employed getting  
staying on steering sails on the ship  
Latter part fresh gales took in the  
steering sails and Bent the Main Top sail  
and had A. Hatch below

Wednesday 7

Strong winds from the N.E. with frequent  
squalls of rain ship under single Reefed  
toprails Course per Com S.S.E.  
set up the Seraphinen for the Ladies  
Lat 17:51 N

Thursday 8

Lat 15:36 N  
very squally from the N.E. ship under  
Double Reefed top sails Ship Course per  
Com S.S.E. Washed the Decks and killed the  
Cow So Ends

Lat 13:53

Friday 9

fresh gales and heavy squalls from the  
N.E. With rain Bent 4<sup>th</sup> another fore  
toprails and Doubled the toprails

Saturday 10

Lat 12:30  
Begins with fresh gales with less  
rain Middle and Latter part More  
Moderate So Ends  
Lat 10:33



# Homeward Bound

Sunday December 11

Fresh trades from the N.E. accompanied with squalls of rain and wind ship under Double reefed topsails (Course per compass S.E. by S. Lat 8 53 North

1097

Monday 12

Comm<sup>ed</sup> with Moderate weather the Remainder of the Day Torments of rain the Wind veered to the S.E. Ship heading S.W. all hand Employed setting up Riggins

Lat 7 36 North

1098

Tuesday 13

fresh breezes from the S.E. with heavy squalls of rain. Broke out for Provisions and Made A New Jib gay

Lat 5 58

1099

Wednesday 14

During the Day wind quite Moderate though still passing rain squalls Middle part the Wind hauled to the E.N.E. Latter part wind hauled Back to S.E. Employed setting up Riggins and Making A Table for the Lower Cabin

Lat 4 29 N

1100

Thursday 15

Comm<sup>ed</sup> with fine weather and Moderate breezes from the S.E. and all plain sail ship steering by to the Southward

Lat 3 01 N

1101

Friday 16

Strong breezes from the S.E. under all sail Beating by to the Southward at sun set hauled too. and looked for the land of Christmas isle Bearing S.E. by W. Dist 40 Miles But could not see it at 10 A.M. wore ship to the N.E. and shortened sails at 3 A.M. wore Back and Made sail at 10 A.M. saw Christmas Isle Bearing E.N.E. Dist 8 Miles

A low Wave of sand



Ship Helen Augusta of New York P. S.

1102

Saturday Dec. 17. D 1853  
Brisk breezes from the S. E. with fine  
Weather Crossed the Equator about  
3. P. M. Employed fitting Preventer  
Back gags

1103

Sunday 18  
5th Day light Breezes from the E. S. E.  
ship steering by under all sail set the  
Fore topmast steering sail

1104

Monday 19  
fine Weather with Brisk S. E. trades  
Well to the Eastward Course per Comp  
S. S. & all hands Employed setting up  
the fore rigging - Bent a New Main  
sail

1105

Tuesday 20  
Com on with brisk trade and Beautifull  
Weather continues and Ends with light  
breezes from the S. E. set top g. and  
topmast steering sails - Lashed the  
Lift Boom So Ends

Left 5:18 P

1106

Wednesday 21  
1106 Pleasant weather with fair  
breezes from the S. E. Middle and  
Latter part Much the same

1107

Thursday 22 Left 7:15  
First part fair weather with a good  
Breezes from the Eastward Latter  
part Squall - at Day light Made  
P. isle Bearing W S W Dist  
12 Miles Sent Brown to Mast head  
for the Remainder of the Day for  
Not steering well Left 9:12 P

1108

Friday 23  
Com on with squall weather with rain  
ship under top mast and top g. steering  
sails Course per compass Middle and Latter  
heavy squalls of wind and rain from East  
End Repairing fore top g. sail Left 10:55  
Long 153 West



# Ground Log

1109

Saturday Dec 24 1853  
 Beautiful Weather with light breezes from  
 S.E. ship under topmast and top & steering sails  
 Cooks Employed Making Lime Squeezers  
 Satt 12 34

1110

Sunday 25 Christmas Day  
 Beautiful Weather with light breezes from the  
 Eastward under all sail topmast and top & all  
 steering sails steering by to the southward  
 Latter part breeze from the N.E. Broke out  
 for Sower steering sail Satt 14:00 South

Monday 26

Pleasant weather with light breezes from  
 N.E. at Midnigh ship struck aback with  
 the Wind from the N.S.W. But it Amicably  
 it hauled to the North Latter part  
 Much the same Satt 15:49 S

1112

Tuesday 27

fine pleasant weather under all sail  
 steering sails Below and a Soft course  
 per compass S by W. in W. Latter part  
 squally with rain cours Satt

1113

Wednesday 28

Begins with light air from the E.S.E.  
 With pleasant weather under all sail  
 courses W. & A Man Named Brown  
 or Simon has had fits at Day light  
 Baisa Attuke Bearing S.W. Dist 2.5 Miles  
 at 11 A.M. sent 4 boats on shore  
 with all the Passengers & Crews

1114

Thursday 29

fine Beautiful weather with fresh  
 breezes from the E. at 5 P.M. finished  
 trading and after taking on board  
 5 Boats Load We started once more  
 for home Left at S.W. to clear  
 of the point the Remainder of the  
 Day light breezes from S.E. ship  
 steering by the Lead and alone  
 Employ hanging up but Satt 20 10 S



Ship Helen Augusta of New Port

- Friday December 30. D 1853  
1115 fresh breezes from the S. S. E. under  
all sail ship steering S. to the S  
all hands Employed stowing fruit  
Latitude 13 43  
1116 Saturday 31  
Begins with fresh breezes from the S. and  
pleasant under all sail steering  
S. per compass S. E. and  
Latitude 23:45 South
- 1117 Sunday January 1<sup>st</sup> D 1854  
this year Begins with strong breezes  
from the Eastward Course per compass  
South Washed off the Decks with  
Lemonade Ends fresh breezes and  
pleasant  
Latitude 26:04 S.
- 1118 Monday 2  
fine Weather and Brisk breezes from  
the Eastward ship steering S. to the  
South the Watch Employed in Sundry  
Jobs  
Latitude 28:07 South  
Longitude 163. West
- 1119 Tuesday 3  
Comm<sup>ce</sup> with light breezes from the S. S. E.  
Course per compass S. S. E.  
Middle and Latter part wind from  
S. E. Employed varnishing  
up
- 1120 Wednesday 4  
first part fresh breezes from the South  
and overcast Course per compass S. S. E.  
Middle and Latter part strong breezes  
with thick Rainy Weather
- 1121 Thursday 5  
Begins with strong breezes from the  
North with heavy rain. Middle part  
Wind hauled round to the South took  
in the light sails. Latter part wind  
from S. E. wore ship to the S. S. W. Ends  
with Cloudy Weather



# Bound for the United States

Friday January 6

1123

Came with light breezes from the Eastward Middle and Latter part Calms took A Lunar Observation

Lat 33 30 South  
Long by Lunar 169 42

Saturday 7 Therm 160 96

1123

First part of this Day light airs and Calms with fine weather Middle and Latter part light breezes from the North course per compass S. S. E.

Sunday 8

1124

Light air from the North with overcast with A sprinkling of Rain Steering S. E. per compass Broke out for Beef Ends fresh breezes

Monday 9

1125

Begins with fresh breezes from the East with A heavy swell from the S. W. Middle part fresh gales with Rain hauled fore and Mizen top sails chst. Reefed the top sail and Reefed the Main sail and turned up the Starboard Boat Ends with Rain

Tuesday 10

1126

Came with fresh breezes on Cales from the East under chst. Reefed top sails Steering S. by E. took in the Main sail at 4 P.M. set whole Main sail turned up the Starboard Boat at 5 hauled Main sail and Gile and Luff to the Wind heading S by East Middle and Latter part More Moderate

Wednesday 11

1127

First part light airs from the Northward with A heavy swell from the Eastward at 7 A.M. the Wind hauled to the N. W. Middle part breeze freshens from the West Steering S. E. per compass Employed husking Coconuts to pitch over and preserve parted the Gile Gaze called all hands and repaired it and sent up another topmost studding sail Boom. So Ends wind hauling to the South



# Ship Helen Augusta of New Port

1128

Thursday 12

Strong breezes from the S. S. W. and quite squally with rain Course per Compass S. by S. at 1/2 p.m. hauled top Gallant sails and flying the Middle and Latter part pleasant broke out or started fresh Water

Satt 41 2 5

1129

Friday 13

pleasant weather with brisk breezes from the S. S. W. Course per Compass S. S. E. Middle and Latter part much the same but the Counsel's Man in the Bone pen with his Effects that he live this week in the Harpound Boat so. And poor chance for Jack if he fall over board

1130

Saturday 14

fresh gales from the South and pleasant weather under single reefed top sails and Mr top gall sails. Bore breezes from the S. S. W. Middle and Latter part fresh breezes S. E. S. S. E. Satt 43 5 0

Long 150 5 9

1131

Sunday 15

Begins with moderate breezes from the S. S. E. Middle part the breezes baffling Latter part Beautiful weather with light breezes from the S. W. DR

Satt by Obs 44 37 44 39

1132

Monday 16

pleasant weather with fresh breezes from the Westward under all sail and going at the rate of 7 knots per hour Latter part fine hauled to the draught and the ship makes pass a nuff to be going 12 knots

Satt by Obs 45 0 1 S  
by R 45 0 7 W  
Long by act 146 5 8 W



## Bound to the United States

1133

Tuesday January 17

Com<sup>es</sup> with light breezes from the South  
with pleasant weather ship steering by  
heeding East Middle part Wind from the  
S & by S Ship heading E. S. E. So ends

Wednesday 18

1134

Comes in with light air from the S & E  
steering by heading E by N Middle and  
latter part calm the Watch employed  
picking over the Potatoes Long 145 52  
Lat 45 10

Thursday 19

1135

Pleasant breezes from the S to S. W.  
with Beautiful weather steering E. S. E.  
pen compass pumped ship twice a Day found  
we pumped up much garry on oil struck  
A Porpoise but the iron Dreg

1136

Friday 20

Long 141 44  
Lat 45 54

Fresh breezes from the West and overcast  
Course pen Compass E. S. E. Middle part  
rain latter part light winds West hole  
So ends Lat

1137

Saturday 21

Com<sup>es</sup> with Moderate breezes from the  
S. S. W. Steering E. S. E. Middle and latter  
fresh gales from the North So ends

Lat by Obs 48 45 W  
Lat by D.R. 48 52 North  
Long by act 132 40 West

1138

Sunday 22

First and Middle part of this  
24 hours strong breezes from  
the North Middle and latter  
part fresh gales with light  
squalls of rain and steady rain  
So ends

Lat by Obs 49 30  
By D.R. 49 31

Long by act  
128 34 West



Ship Helen Augusta. of New York B.R.  
Monday January 23

1139 Begins with  
fresh gales from the North with  
Rain ship steering by Compass E by S.  
Ship under short sail Middle  
and Latter part Rain with thick  
Weather

1140 Tuesday 24  
Continues strong breezes from the  
North with thick Rainy Weather  
Ship at sail about once in 4  
hours Course per compass East

1141 Wednesday 25  
first part of this 24 hours fresh  
Gales from the N.W. with  
thick Weather Middle part wind  
hauled to the W.S.W. Course per  
Compass E by S Middle and Latter  
part much the same So Ends

1143 Thursday 26  
Comm with strong breezes from the  
North with thick weather course  
per compass E by N Middle and  
Latter part wind increased at 3 AM  
Ported the inner file stay set it  
in and spliced a piece and sent it out  
again So End Lat by DR 51 55  
Long by act 116:30 W

1144 Friday 27  
First part of this 24 hours strong  
breezes from the North with thick  
Weather and Rain Middle part strong  
Gales from the West Course per Compass  
E by N Latter part strong Gales with  
squalls of Rain So Ends  
Lat 52:51 South  
Long by act 112:43 W



# Towards Cape Horn

157

1145

January Saturday 28

throughout this 24 hours fresh gales from the W.S.W. Course per Compass East Middle and Latter part still squally So Ends this Lat

Lat 53:38 South  
Long 107:50 West

1146

Sunday 29

Comes with fresh gales from the West with passing clouds Middle and Latter part Raining Course per compass E by N So Ends Lat By D.R. 54:20

Long 98:30 West

Monday 30

Continues fresh gales from the W.S.W. Course per compass E by N Carried away the fore top mast steering sail and Boom get up another Boom and Bent a new steering sail So Ends

Lat 55:00 North  
Long West

Tuesday 31

Begins with fresh breezes from W.S.W. with squalls of rain Course per compass E by N Middle part wind backing Lat part Winds from S.W.

Lat 55:24 S

February Wednesday 1

This 24 hours strong breezes from the W.W. with frequent squalls Course per compass E by N Lat Long

Thursday 2

Continues strong breezes from the W.W. with frequent squalls of rain Course per compass E by N So Ends this 24 hours

Lat  
Long



Ship. Helen. Augusta. of New Port & G

1151

Friday. February. 3<sup>rd</sup> 1854  
first part of this 24 hours wind from the North with threatening weather Middle and latter part wind from the E. with fine weather Course per compass E. N. E.

Lat. 56:22 South

1152

Long by Lunen 98:40  
even 99:00

Long 98:56 Oct

Saturday 4

Com us with fresh breezes from the West Course per Compass E. N. E.  $\frac{1}{2}$  V. saw a ship steering by heading N. W. saw a Barque steering E. N. E. Middle and latter part Light airs So Ends Lat by Obs 56:47 S

1153

Sunday 5

Long by Lunen 73:10 West

First and Middle part of this 24 hours light winds from the West Course per compass E. N. E. at 8 P.M. saw a ship steering by heading to N. W. latter part fresh gales from the E. N. E. with rain and snow

1154

Monday 6

Strong gales from the E. N. E. ship steering by to the S. E. at 4 P.M. wind veered to S. E. wore ship to the N. E. at 11 P.M. reefed the M. top sail Middle and latter part wind from the North with rain ship heading by to the Eastward So Ends

1155

Tuesday 7

Com us with strong gales from the North with rain Middle part with Rain latter part wind hauled to the N. W. passed two ships saying too ship heading E. N. E.

Lat 57:24 S

Long 67:15 W



# Borne. Home to New Port

1156

Wednesday February 8

Begins with fresh gales from the N.W. with  
hazy & squally weather ships course per compass  
N.E. Middle wind hauls to the North  
accompanied with rain Spoke the Barque  
H. J. Tucker of and 80 Days from New Bedford

Lat 55 24 South  
Long 38 West

1157

Thursday 9

Comes with fresh gales from the N.W. W.  
Middle and latter part strong gales  
Course per compass N.E. by N. & N. Run across  
a skip stearn and hailed her But Received  
No answer

Lat 55 23 South  
Long 38 West

1158

Friday 10

First part of this 24 hours fresh gales  
from the N.W. with hazy weather ships  
course per compass N.E. by N. & N. Middle  
part wind hauled to N.W. & N. Latter part  
quite strong

Lat 54 25 South  
Long 55 30 West

1159

Saturday 11

This 24 hours comes with fresh breezes  
from the N.W. W. with hazy weather  
Middle and latter part fine weather  
Wind from the West. Course per compass  
N.E. by N. & N.

Lat 53:00 South  
Long West

1160

Sunday 12

Begins with fresh breezes from the  
N.W. W. Course per compass N.E. by N. & N.  
Middle and latter part Squally with Rain

54

1161

Monday 13

Comes with fresh breezes from the North  
with foggy ship by the wind heading E.N.E.

1162

Tuesday 14

All this 24 hours light winds and calms  
Ship heading by the the E by N. & N. North



Ship Helen Augusta of Newport R.I.

1163

Wednesday 15 A 1854

Comm<sup>es</sup> with fresh breezes from the S.S.W. with frequent squalls of rain Middle and Latter part light airs

So Ends

1164

Thursday 16

Continues light breezes from the N.N.W. ship heading by to N.E. Latter part strong gales So Ends

1165

Friday 17

Thrus 24 hours light baffling wind from the N.W. to S. Middle and Latter part fine weather

1166

Saturday 18

All this 24 hours light wind from the South ship on Deffenant tack

1167

Sunday 19

Still winds from the North ship on Deffenant tack heading N.N.W. to S.W. and N.E. by E. So Ends

Satt 44:10 S

1168

Monday 20

Comm<sup>es</sup> with fresh breezes from the South steering by heading S.W. at 7. Wore ship to the N.W. by West Middle part strong gales from the N.W. at 3 P.M. wore ship to the S.E. Latter part much thick weather

1169

Tuesday 21

Begins with light air from the Westward with thick weather with Rain Middle part quite Moderate Latter part fine weather Employed Wetting hove

Satt 43 38

Song by act 36 33

by Limer 37 33



## Bound to the U. S. States

Wednesday February 22. D 1854

1170 Throughout this 24 hours fine pleasant weather with light breezes from the S. S. W.

Thursday 23

1171 Brist and Middle part light airs and calms latter part fresh breezes from the Eastward with Rain. Spoke the ship Albas of Baltimore 47 Days from Calicut Bound to New York Boarded her for paint oil without success So End

Friday 24

1172 Comes with strong gales from the East with Rain Middle part nearly calm with much Thunder and Lightning Middle and latter part fresh breezes from the S. S. W. course per compass N. by E. Employed Wetting hole South 38 27 South Long 35:50 West

Saturday 25

1173 Begins with light air from the South course per compass N. by E. Middle and latter part calms one sail in sight

Sunday 26

1174 Light air from the S. S. W. with pleasant weather at 2 P.M. spoke the Clipper Ship Hurricane 57. Days from San Francisco Bound to New York Spent 1 latter in her as they expect to be in New York in 30 Days

Monday 27

1175 Comes with light breezes from the N. W. with pleasant weather Middle and latter winds from the Southward course per compass N. N. E. Lat 36 39. S

Lat 35:05 South

Tuesday 28

1176 pleasant weather with light breezes from the S. E. but in the End Wind hauler to the N. N. W. at 3 P.M. wore ship to the N. E. all hands employed Wetting hole So End Lat 34:01 South Long 37:15 West



Ship Helen Augusta of New York R. I.

1177

Wednesday March 1. A. D. 1854  
 All this Day pleasant weather with light  
 winds from N.W. to N.E. steering by ship  
 heading N.N.E. Employed mending sails

Lat 33:00 South

Long 30:50 West

1178

Thursday 2  
 Comm<sup>ed</sup> with light winds from the N.W.  
 with pleasant weather ship steering by to  
 the N.N.E. Middle and latter part  
 light variables

Lat 32:10

Long 30:20

1178

Friday 3  
 First part of this 24 hours light wind  
 from the N.E. ship steering by heading  
 by S.W.W. with some lightning Middle  
 and latter part the Watch Employed  
 putting down Riggin

Lat 31:40 South

Long 31:00 West

1179

Saturday 4  
 First part moderate winds from the North  
 Middle part fresh squalls with some  
 sheet and forked lightning with thunder  
 Latter part strong breezes with heavy  
 head heat swell

Lat 30:56 South

Long 30:31 West

1180

Sunday 5  
 Strong breezes from the N.W. ship  
 under all sail steering by with pleasant  
 weather

Lat 29:30 South

Long 28:20 West

1181

Monday 6  
 fresh gales from the N.W. ship  
 heading by to the N.E. Latter part  
 moderate

Lat

Long



## Baine Home

1182

Tuesday March 7

Came with moderate winds from the N.W. ship heading North Middle and latter part fresh breezes with rain employed catching fresh water to wash in  
Lat 34.18

1183

Wednesday 8

First part of this 24 hours fresh breezes from the S.E. Middle part wind backed in a squall to the N.W. Middle and latter part fine weather

1184

Thursday 9

Came with light baffling wind with flees and weather. Course per compass North employed fitting Riggings  
Lat 36.10 South

1185

Friday 10 Long

Begins with light winds from the N.W. heading by to the N.W.E. Middle part squally. Spoke the "Wm Hamilton" of N Bedford up the Islands 10 days since us. Latter part baffling air from S.W. to N.E. and squally. All hands went deck "fitting rigging" & "wetting hold".  
Lat 25.11. Long 36.43

1186.

Saturday Mar 11, 1187

Baffling air and squally all day. Broke out fresh water and filled the tanks. At 3 P.M. carried away the 4 top mast "stem sail" boom. All hands on deck to "fix the rigging". "Helice boom" P.C. Course per comp N.

Baffling

Lat 24.07. Long 27.21



Ship "Helen Augusta" off Rio de Janeiro

1187

Monday March 12. D 18.54

Light breezes from the E to N.E. and pleasant weather all day. Steering "by" to the N.W. All hands on deck to "fit the rigging" wet the between decks &c. Lat 23.00.

1188

Monday March 13.

On different tack working to the windward, with fine weather and light breezes from the N.W. "wet the hold" and worked in the rigging.

Lat 23.34. Long 28.33.

1189

Tuesday Mar 14.

Fine weather and baffling airs from N.E. to N.W. Under all plain sail working to windward. Spoke the English brig "Falcon" from "Buenos Ayres" bound to Liverpool.

Lat 22.18. Long 29.04.

1190

Wednesday Mar 15.

Brisk breezes from the N.W. and beautiful weather all day. Steering "on a wind" to the N.E. Two brigs and a ship in sight. Employed "wetting the hold. Fitting the rigging" &c.

Lat 21.43. Long 28.12.

1191

Thursday Mar 16.

Fine weather and brisk breezes from the N.W. Steering "By" under all sail, to the N.E. Three sails seen in sight. All hands at work in the rigging &c.

Long Lat by Dr 29.00. S.

1192

Friday Mar 17

Comes with fresh breezes from the N.W. ship steering by heading N.E. Middle part wind from the South with rain latter part fresh with light squalls.

Lat by Dr 19.00 South



## Bound for the United States

1193

Saturday Mar. 18

First part of this 24 hours fresh breezes  
 accompanied with slight rain Middle part  
 Clear Course per compass N. by W.  $3\frac{1}{4}$  W.  
 Latter part light breezes from the  
 South S. E. end

1194

Sunday 19

Continued with fresh breezes from the  
 S. E. accompanied with rain with  
 Thunder and lightning Middle and Latter  
 part fine Weather Course per compass  
 N. by W.

1195

Monday 20

Throughout this 24 hours fresh breezes  
 from the N. E. ship steering by heading  
 N. N. W.

Lat 14:33 S

Long 28:39 W

Lat 18:56 S

Long 30:00 W

1196

Tuesday 21

First part fresh breezes from the  
 N. E. ship steering by heading N. N. W.  
 Middle part Wind hauled to the  
 East Course per compass N. by W.  
 Latter part Much the same

Lat 10:25 S

Long 31:00 W

1197

Wednesday 22

Continues with Winds from  
 S. E. ship steering by heading North  
 Saw a sail bound to the Northward

Lat 8 20

Thursday 23

Pleasant weather with fine breezes from  
 the East all hand Employed fitting Rigging  
 and weting hole and began to Tar down

Lat 6:01 South

Long 31:40 West

1198



# Ship Helen Augusta of New Port

1199

Friday Mar. 24 1854

Fresh trades with pleasant weather steering N.E. at Day light saw the Island of Berdanan De Bononia bearing S.W. at 8 the capt went on shore for souls and sheep So Ends all hand working ship

Saturday 25

1200

fresh breezes from the S.E. Ship Laying off and on at the Island of Berdanan De Bononia at 6 PM the boat returned with 12 sheep 2 goats and 2 fowls. with two of the crew drunk. named Simons and Cooper kept the ship of N.E. Son

1201

Sunday 26

Light breezes from the Eastward with heavy Rain. Middle and Latter part overcast Johnson in Confinement

Lat 14:22 South  
Long 34:41 West

1202

Monday 27

Begins with pleasant weather with light breezes from the N.E. Middle and Latter part squally with Rain  
No Observations.

1203

Tuesday 28

Fresh breezes from the N.E. and squally with Rain sent Down the Mizen Royal and Rejoined the sail. the Mate of Duty two ships passed us steering N.E.W.

Lat. 00:18 North  
Long 36:30 West

1204

Wednesday 29

Rainy Weather and very squally from the N.E. Evidently the trades the Watch Employed at sundry Sols Broke out 3 lbs of Meat

Lat 00:51 North  
Long 37 West



Cape St Rouge. Bourne Home

1205

Thursday March 30

Pleasant weather weather with passing squalls with  
Rain at times Wet the hole and washed the rails  
No Observation

1206

Friday 31

Light breezes from the N.E. and squally with rain  
at 9 P.M. called all hands in a squall to hand  
top gallant sails breezes from the Eastward Latter  
part fine weather ship steering by heading V.W.

1207

Saturday April 1st

pleasant weather with light breezes from the  
N.E. the Watch Employee picking over the Potatoes  
Middle and Latter part Wind from N.W.E. to E.  
Course per compass under all sail and toptmast  
steering sail occasionally the Mate of Duty Sick

Lat 2:53 North  
Long 40:10 West

1208

Sunday 2

First and Middle part fresh breezes from the  
N.E. ship steering S.W. Latter part light  
breezes Wet the hole

Lat 4:21 North  
Long 41:33 West

1209

Monday 3

Course with light breezes from the N.W.E.  
ship steering by heading N.W. with fine  
Weather Middle and Latter part Rain

Lat 4:55 North  
Long 42:38 W

1210

Tuesday 4

All this 24 hours light breezes  
from the E.N.E. course per compass  
S.W.W. with frequent squalls of  
Rain

Lat 3:10  
Long 43:40 North

1211

Wednesday 5

Course with fresh breezes from the  
N.E. with frequent squalls of Rain  
Course per compass S.W. by North  
Employed wetting hole

Lat 8:56  
Long 46:20



# Ship Helen Augusta of Newport R.I.

Thursday April 6. A.D. 1854

1212

First part of this 24 hours light winds from the S.W. with lowery weather. Course per compass N.W.  $\frac{1}{2}$  W. Middle and Latter part fine weather. Lat 10 11 Long 45 46

1213

Friday 7

Continues fresh N.E. trades course per compass N.W.  $\frac{1}{2}$  W. Employed painting the Iron Work and sundry other jobs. Lat 12 00 North Long 46 56 West

1214

Saturday 8

fresh N.E. trades, steering N.W.  $\frac{1}{2}$  W. Middle and Latter part much the same. Broke out for Bread, Meat and Water. So end fine weather. Employed wetting hole. Lat 13:26 Long

1215

Sunday 9

Continues N.E. trade, steering N.W.  $\frac{1}{2}$  W. Lat 15.2 N Long 51.00 West

1216

Monday 10

fresh N.E. trades with pleasant weather. Ship's course per compass N.W. all hands Employed parotting ship. Lat 17.04 N Long 53.10 West

1217

Tuesday 11

fine pleasant weather with pleasant trades. Course per compass N.W. Employed painting ship. Lat 18.50 N Long 55.07

1218

Wednesday 12

Com<sup>es</sup> with fine N.E. trades Middle part wind hauled to the East Latter part wind from E.S.E. Course per compass N.W.  $\frac{1}{2}$  N. Lat 20 35 Long 56.53

1300 miles from Newport



Round for New South R.I.

743  
124  
2972  
743  
10402  
169  
31

219

Thursday April 13 1854

Comm with fine breezes from the East Employed 1300  
painting the Rail and Bulworks passed a quantity  
of gulf weed Ends with pleasant Weather

Latt 22:00 N

220

Long 58 17 West

Friday 14

light winds from the East with pleasant 1200  
Weather course per compass N.W. 2 1/2 N miles  
Middle and Latter part light air and calms from home  
Saw 4 sail Steering West

Latt 22 54 North

Long 59 15 West

221

Saturday 15

Begins with light airs from the East steering  
N.W. Middle and Latter part fresh breezes  
from the N.W. E. to East saw 4 sail steering  
West, West hole

Latt 24 10 North

Long 60 40 West

222

Sunday 16

11:20

Comm with fresh breezes from the East.  
Middle and Latter part fresh breezes from  
the S.E. to S. course per compass N.W. 1/2 N

Latt 25:45 N

Long

223

Monday 17

Fresh breezes from the S.E. steering  
N.W. Middle part wind more light  
So Ends ship steering N.W. 1/2 N

Latt 27 20

224

Tuesday 18

Long 63 50

Comm with fresh breezes from the S.E.  
Steering N.W. at 4 AM wind hauled out to  
the N.W. in a squall with Rain carried  
away the fore topmast Steering Sail Boom  
Latter part thick Rain

Latt By Dr 28:45

Long fact 65:15

225

Wednesday 19

First part of this 24 hours light haphling  
Winds with Rain with lightning Middle  
and Latter part squally Latt 30 17

Long 66 20



I hope this is the last leaf this voyage

Ship Helen Augusta. of Newport R. I.

1226

Thursday April 20 D 1854

Comm<sup>d</sup> with light airs an pleasant light airs  
from the N.W. steering by to the Northward  
Watch Employed at various Gobs

Lat 31:13 North  
Long 67:13 West

1227

Friday 21

Begins with light airs from the N.W. steering  
by heading North and North by West  
Middle part calms latter part strong breeze  
from W by N. Under all sail steering by to  
the N. by E.

Lat 31.36. Long 67.40

1228.

Saturday 22.

Fresh breeze from the Westward and fine weather  
steering by heading N. by E. Wind hauling N  
about 2 AM. from ship to the N. by E. latter  
part breeze light from the Eastward. Course N by E  
Set all "stun" sails. Lat 33.08. 68.22

1229.

Sunday 23

Begins with brisk breeze from S.E. and hauling  
to the Southward. At 7 P.M. shifted the  
"stun" sail. Middle part breeze brisk from  
the S.W. and hauling westerly. Look in the  
"stun" sail. Passed a big bound to the Westward.  
All hands wetting hulls. At 11 A.M. was struck  
with heavy squalls of wind & rain & near heavy  
thunder & lightning. Called all hands and  
shortened sail to a fore reefed top sail &  
to sail. Ends with torrents of rain and much  
thunder & lightning

To Newport  
No. 65



On the "Gulf Stream" bound in to Newport 1854  
 Monday April 24.

1230

Heavy squalls of wind and rain with thunder and lightning At 7 P.M. was ship to the Westward. Breeze N.E. Middle part fresh gales from the N.W. At 3 A.M. "how to" under 1/2 m sail and Spencer heading N.W. At 6 A.M. set close reefed topsails and courses At 10 called all hands to make sail. Set whole topsails and m. gall sail. Steaming "by" heading N. saw 3 sails steering to the S.W. Pump ship every 6 hours.

1231

Lat. 35°18' N. Lon. 70°22' W.  
 Tuesday Apr 25. 1231  
 Begins with light breezes from the N. and fine weather. At 14 P.M. was ship to the S.E. Middle part the breeze fluky from the W.N.W. heading N.W. Saw two sails steering to the S.W. Latter part fresh gales from W. carrying M. J. Gall sail over reefed topsail & double reefed T. topsail. Employed in mending coils Saw 3 sails steering to the S.W.

1232

Lat. 36°28' N. Lon. 72° W.  
 Wednesday April 26  
 Pleasant weather & moderating Turned up the Star. boat. Made all plain sail & steamed "by" heading N.W. Breeze fresh from N.W. At 7 P.M. boarded bark "Convoy" Capt. Shipper of N.Y. 3 days out Middle part calm. was ship to N.W. In the Gulf Stream tonight. Latter part light airs from S. freshening towards noon steering N. Were out of the Gulf stream at 1/2 past 10 A.M.

1233

Lat. 37°55' N. Lon. 70°10' W.  
 Thursday Apr. 27  
 Begins with fresh breezes from S. S.W. Course N.W. all sail set. Middle part fresh gales from S.W. shortened sail to double reefed Main & close reefed T. topsail. course N.W. b. N. Latter part moderate made all sail. Employed in getting up chains from the after hatch & stowing them forward. At 12 M found no bottom at 100 fathoms Ends with fresh breezes from S. S.W.  
 Lat. 39°57' N. Lon. 71°5' W.



William S. Rudlong, New Bedford Mass

1234

Friday Apr. 28

Fresh Breezes from S. and thick fog

in Newport Harbor

Washington

May 1st in Newport Harbor

99

Wasp A

1834-5-1

1834-11-11

3-4-20

Wasp 1st in Newport Harbor

Harbor

cosmopolitan

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st

Wasp 1st







D. W. Wm. B. 22 9th J. White  
 Wednesday Jan 1st 1851.

Indries Dr.

Merchandise in Store

22150.00 1387.64

Cash

790.00

Bills Receivable

500.00

Note against John Brown

2500.00

" "

D. C. Cook

715.80

14600.00,

4600.00

10000.00

11506.80

10000.00

52948.99

Dr. Rust

123456789

123456789

W. H. H. Mass. Convention

A. B. C. D. E. F. G. H. I. J. K. L. M.

N. O. P. Q. R. S. T. U. V. W. X. Y. Z.

2528.79

1387.64

1142.15

William R. Rud long

Ann. B. Rud long

William S. Rud long

James E. Rud long

John A. Rud long

Amrose. J. Rud long

123456789

abcdefghijklmnopqrstuvwxyz

Bills Receivable

By W. J. B.

W. J. B.

A. B. C. D. E. F. G. H. I. J. K. L.

M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z.

4. 3. 3. Bennet.

Thomas Penney Jr.

Thomas S. Elliot

Joseph Grinnell

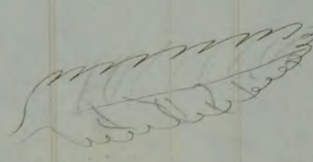
Edward C. Jones.

Thomas Handell

Edward M. Robinson

W. P. S. Cadwell

B. B.





Wednesday Jan 1st 1851 Wednesday Jan 7th 1864

Sundries O.P. & P. Dr. Andrews  
Merchandise in Store 22150.  
Cash 7950  
Bills Receivable 500. just  
Note against John Brown 710. 80.  
S. C. Cook  
To Stock 23055 80

459  
Bills Receivable 3659  
Stock b b 32.85 3744  
Bills 3744 6/3744 07  
74.88 3744 6.24 25208  
William P. P. Brown 74.88 3744 74.18  
D. D. R. 416 3744 2.62  
Rudlong 11232 77.50  
Spence R. 2.43 07  
54358  
82425 3744  
11232  
543.  
2.62  
12037  
84249  
Pay to Edwards 120.37

✓ *Buffalo N.Y. March 3rd 1863*  
✓ Isaac Glissensanewhoffers. Exp. 84249  
B. Ashmadow or order. fifty dollars in goods 12879 8.42  
from your store and ten dollars in money 5744 12137  
and charge the same to 14976  
\$60.00 1234568. Glosson & Cuyumont. 149.76  
8.42  
75818

A Promissory Note 8.42  
5.43  
2.62  
16.47 149.76  
11.64 16.47  
2811 16633  
7  
116461

\$4557  
Thirty days after date I promise  
to pay John W. Hedges or order at my store  
in Richmond Va. seventy five and 5/100  
dollars value received 3744  
James Handy 75720  
2811  
21531  
07  
150717  
Richmond Va July 12th 1868.

Mo. Mo.



Wednesday Jan. 12<sup>th</sup> 1851.

Sundries	Dr.	
Merchandise in Store		22150
Cash		79050
Bills Receivable		
Note against John Brown		500
D. C. Cook		71580
To Stock		24156 30.

To Stock	1756 30.	
O. S. Brown		750.30
N. E. Cox		1006.

Monday Jan 20 <sup>th</sup>		
J. C. Sterling	Dr.	
Sales Book B. P. 20.		225040
To Merchandise		225040

Monday Feb 10 <sup>th</sup>		
John Cooper.	Dr.	
Sales Book B. P. 56		175685
To Merchandise		175685

Monday Feb 24 <sup>th</sup>		
Expenses	Dr.	
Store Rent 7 Months		250 00
Clerk Hire		50 00
To Cash		300.00.

Saturday March 1 <sup>st</sup>		
J. S. Mordon	Dr.	
Sales Book B. P. 75.		456180.
To Merchandise		456180

Monday March 10 <sup>th</sup>		
Cook & Hall	Dr.	
Sales Book B. P. 102		5645.00
To Merchandise		5645.00

Monday March 24 <sup>th</sup>		
William White	Dr.	
Sales Book B. P. 140		164050
To Merchandise		164050

42067 12



Monday March 31<sup>st</sup> 1851

J. C. Cook, Dr.  
Payment of Note  
To Cash

715 80.

715 80

Thursday Apr 3<sup>rd</sup>

Merchandise Dr.  
Invoice No 3.  
To Cash

820 40

820 40.

Thursday Apr 17<sup>th</sup>

Expense Dr.  
Expense to New York  
Freight on Wdse  
One Set of Account Books

25 50.

48 10.

14 00.

To Cash Saturday Apr 28<sup>th</sup>

87 60.

John Coopers Dr.

To Wdse

1256 50.

1256 50.

Thursday May 1<sup>st</sup>

J. C. Sterling Dr.  
Cash  
To Merchandise

1750 30.

1750 30

Monday May 19<sup>th</sup>

O. L. Brown Dr.  
To Cash  
In full of his acct

750 30

750 30.

Monday June 2<sup>nd</sup>

Cook & Hall  
Cash

4500 00

To Wdse bght May 10<sup>th</sup>

4500 00

Monday June 9<sup>th</sup>

J. C. Sterling Dr.  
Sally Brook C.P. 1.  
To Wdse

1244 80

~~1244 80~~

1244 80

Monday June 23<sup>rd</sup>

Profit & Loss, Dr.  
Note against John Brown  
Annuity  
To Cash

351 00

83 00

434 00



Thursday June 26th 1851.

H. E. Otis  
In full of his acct  
To Cash

Dr.

1006 00

1006 00

New Bedford Jan 17th 1825.  
Messrs. Johnson & Co.

Pay to Ephraim Statts sixty  
five dollars (\$65.00) and charge the same to my acct

William S. Rudlong

San Francisco Cal. June 10th 1859.  
Dear Sir

365

.07

2555

Send me an invoice of goods  
consigned to me per Steamer Mahogany last  
week.

1234567890  
1234567890

A. B. D. & Co.

Respectfully Yours &c Henry.

William S. Rudlong.

San Blas

William S. Rudlong.

Buffalo March 12th 1863.

Messrs Jackson & Co.

William

Send me  
three thousand dollars (\$3000.00) worth of  
havana brown sugar

Silas Hadenuff & Co. W. Wm.

D. D. Byron

W. Walker.

Miss Nellie F. Jenney.

Wassahickon

I M

P B

William S

Miss Nellie F. Jenney

B B B

new S

R R R



# Examples of Notes Orders and Receipts

\$554

## A. Promissory Note

Sixty days after date I promise  
to pay John Lyon or order at Mechanics  
Bank in Scituate \$5 seventy five and  
54/100 dollars value received

Samuel Bliss

Scituate N. I. Aug 7<sup>th</sup> 1859.

## Note of Hand

\$1000

For value received I promise to pay  
Ezra Nye or Bearer sixteen dollars the seventh  
day March 1863 with interest from the eighth  
of September next.

Edward Gifford

Philadelphia Dec 11<sup>th</sup> 1862

## Note of Property

Washington Jan 1<sup>st</sup> 1859.  
Ninety days after date I promise to pay in goods  
at my store John Lufkin in Boston in exchange  
for a wagon worth seventy five dollars

Ephraim Root hands

## A Due bill for Goods

\$173.29

Due Robert Richards or order  
one hundred seventy three and 29/100 dollars  
in goods from my store value received

Washington Aug 27<sup>th</sup> 1861

Edward Johnson

## An Order for Money or Goods

Chicago Sept 9<sup>th</sup> 1844

Jonah Edwards Esq.

Please pay to William Waters  
or Order twenty dollars in goods from your store  
and five dollars in money and charge the same to

\$25.00

Edward Eldridge

## A Receipt for Property



A Receipt for Property

Received. Albion Aug 7<sup>th</sup> 1851. of J. S. Dyer  
a fine saw horse in full of his agreement  
of Jan 7<sup>th</sup> 1851.

Jonathan Bates.

A Receipt in full of all Demands  
\$594.37.

Received from George Jenkins per  
Adam McHenry five hundred and ninety  
four and 3/4 dollars in full of all demands.

Allen & Johnson.

New York Nov 7<sup>th</sup> 1863

James Arnold  
Joseph Grinnell  
Joseph Selam  
Thomas Bennett  
Edward M. Robinson  
Edward C. Jones  
Charles R. Sucker  
William R. Rublong  
Pardon Small  
Pardon Tillinghast  
Rufus Choate  
Henry Saver  
James R. Congdon  
Cory. H. Guntlett.  
Lynn Snow.  
E. Williams Tenney.  
William P. S. Cadwell.  
George Holland Jr.  
Emma H. Selam.  
Mark Shafton  
William M. Donald  
Benjamin Howard  
Ambrose Punside  
Benjamin Dexter.  
John C. Foster.  
William S. Rublong  
Alphonso Francisco

W. S. Rublong  
Samuel Mills  
New Bedford  
Mass.  
William  
Rublong  
J. S. Dyer



Wednesday Jan 1<sup>st</sup> 1851.

Sundries		Dr.	
1	Wdse in Store		22150.
1	Cash		790.50.
2.	Bills Receivable		
	Note against John Brown		500
	"      "      D. B. Cook		715.80
11	" To Stock		24156.30
1	To Stock	Dr.	1756.30.
2.	C. S. Brown		750.30.
22	A. B. Cts		1006

Monday Jan 20<sup>th</sup>

2.	J. B. Harting	Dr.	
	Sales Book B. P. 20.		2250.40
13.	To Wdse		2250.40.

Monday Feb 10<sup>th</sup>

3.	John Cooper	Dr.	
	Sales Book B. P. 56.		1756.85
14	To Wdse		1756.85

Monday Feb 24<sup>th</sup>

1	Expense	Dr.	
	Store Rent 1 mos.		250.
	Clerk Hire 1 mo		50.
15	To Cash		300.

Saturday Mar 1<sup>st</sup>

2-	J. D. Morton	Dr.	
	Sales Book B. P. 75.		4561.80
16	To Wdse		4561.80.

Monday Mar 10<sup>th</sup>

3.	Cook & Hall	Dr.	
	Sales Book B. P. 102.		5645.
17	To Wdse		5645

Monday Mar. 24<sup>th</sup>

3	William White	Dr.	
	Sales Book B. P. 140		1640.50
18.	To Wdse		1640.50.

42067 15 42067 15



2

Monday March 31<sup>st</sup> 1851.

2	M. C. Cook	Cash	Dr.	715 80	
	Payment on Acct.				2 <sup>nd</sup> page Ledger
1	To Cash	Dr.			1 <sup>st</sup> page
9	To Bills Receivable			715 80.	

Thursday Apr 3<sup>rd</sup>

1	Merchandise		Dr.		
	Invoices B. N. 3.			820 40	
110	To Cash				820 40

Thursday Apr 17<sup>th</sup>

	Expense		Dr.		
1	Expense to New York			25 50	
	Freight on M <sup>d</sup> se			48 10	
	Account Books			14	
111	To Cash				87 60

Saturday Apr 28<sup>th</sup>

3	John Cooper		Dr.		
1	Cash			1256 50	
12	To M <sup>d</sup> se				1256 50

Thursday May 1<sup>st</sup>

2	J. C. Sterling		Dr.		
1	Cash			1750 30	
13	To M <sup>d</sup> se				1750 30

Monday May 19<sup>th</sup>

2	W. D. Brown		Dr.		
	In full of his Acct			750 30.	
114	Cash			750 30.	

Monday June 2<sup>nd</sup>

3	Cook & Hall		Dr.		
1	Cash			45 00	
15	To M <sup>d</sup> se bought Mar 10 <sup>th</sup>				45 00

Monday June 9<sup>th</sup>

2	J. C. Sterling		Dr.		
	Sales Book C. P. 1 <sup>st</sup>			1244 80	
116	To M <sup>d</sup> se				1244 80

Monday June 23<sup>rd</sup>

	Profit & Loss		Dr.		
5	Note against John Brown Paid			351 81	
2	Amortity			83.	
117	To Cash				484 81



Thursday June 26th 1851.

1	Cash	Dr	148 19	
	In full of his account		1006	
2 18	To N. E. Otis			1006

Saturday June 28th

1	Cash	Dr	148 19	
	In full of his acct.			
2 19	To John Brown			148 19

Monday June 30th

1	Cash	Dr	4561 80	
	In full of his acct.			
3 20	To J. D. Norton			4561 80

Monday July 14th

3	William White	Dr	275 87	
	Sales Book C. P. 23.			
1 24	To W. D. 2.			275 87

Monday July 21st

3	Cook & Hall	Dr	1145	
	In full of their acct.			
1 27	To Cash			1145

Wednesday July 30th

1	Expenses	Dr	300	
	Clerk Hire six mos.		68	
	Fuel & Lights			
1 23	To Cash			368

July 30th

	W. D. 2.		9995 18	
	Gross profits six Mos.			
	Balance			9995 18



Index to Ledger A.  
H.

u

Ob. 1-30, J. P. C. H.

b. 1-30, A. C. H.

D. 2-6, P. O. P.

E. 2-1, L. B.  
of 1-16, J. W. V.

G.

M. P. C. H.



<i>Dr.</i>	<i>Stock</i>	<i>Cr.</i>
1851 Jan 1 p. 1. 1756.30.	1851 Jan 1 p. 1.	24156.30.

<i>Dr.</i>	<i>Merchandise</i>	<i>Cr.</i>
1851 Jan 1 p. 1.	22150.	2250.40
Apr 3 p. 2	820.40.	1756.85.
July 30 p. 4	4400.00	4561.80.
	1851 Jan 20th p. 1	5645
	Feb 10th p. 1	1640.50.
	Mar 1 p. 1	1244.80.
	Mar 10th p. 1	275.87
	Mar 24th p. 1	995.18
	June 9th p. 2	2370.40
	July 14 p. 3	
	" 30 p. 3	
July 30 p. 3.	2370.40	
	2370.40	

<i>Dr.</i>	<i>Expense</i>	<i>Cr.</i>
1851 Feb 24 p. 1. 300.	July 30th p. 3	755.60
Apr 17 p. 2 87.60.		
July 30 p. 3. 368.		
		755.60.

<i>Dr.</i>	<i>Cash</i>	<i>Cr.</i>
1851 Jan 1 p. 1. 790.50.	1851 Feb 24th p. 1	300. —
Mar 3 p. 2 715.80.	Apr 3 p. 2	820.40.
Apr 28 " 1256.50.	" 17th " 2	87.60.
May 1st " 2 1750.30.	May 19th p. 2	0750.30.
June 2nd p. 2 4500.	June 26th p. 3	1006.
" 33rd " 434.84	July 30th p. 3	368.
" 28th " 3 148.19	" " "	11970.60
" 30 " 4561.80		
July 31 " 3 114500		
		15302.90.
July 30 p. 3. 11970.60		

300  
20  
87



20 Profit & Loss Gucke Cr.

Dr.	1851	July 30. p. 3.	755.60.	1851	July 23. p. 2	83.
"	"	"	3727.40	"	"	4400

4483.00

4483.00.

Dr. Balance Cr.

	1851	June 23. p. 2.	357.89
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Dr. Bills Receivable Cr.

1851	Jan 1 <sup>st</sup> p. 1. 12/580.	1851	Mar 31 <sup>st</sup> p. 2.	715.80
		1851	June 28 <sup>th</sup> p. 2.	357.81.
			28.3	148.19.

Dr. C. J. Brown Cr.

1851	May 19 <sup>th</sup> p. 2.	750.30	1851	Jan 1 <sup>st</sup> p. 1	750.30
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Dr. A. E. Otis Cr.

1851	June 26 p. 3.	1006.	1851	Jan 1 <sup>st</sup> p. 1	1006
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Dr. J. C. Sterling Cr.

1851	Jan 1 <sup>st</sup> p. 1.	2250.40.	May 1 <sup>st</sup> p. 2.	1750.80.
1851	June 9 <sup>th</sup> p. 2.	1244.80.		



Dr <sup>1851</sup> John Cooper, Cr. <sup>3</sup>  
 Feb 10 p. 1. 1756.85. Apr 28<sup>th</sup> p. 2. 1256.50.

Dr <sup>1851</sup> J. D. Mordon Cr.  
 Mar 14 p. 1. 4561.80. June 30 p. 3. 4561.80

Dr <sup>1851</sup> July 30 — 4561.80. Cr. 4561.80.

Dr <sup>1851</sup> Cook & Hall. Cr.  
 Mar 10 p. 1. 5645. — June 30<sup>th</sup> p. 2. 4500.  
 1145.

Dr <sup>1851</sup> William White Cr.  
 Mar 24 p. 1. 1640.50.  
 July 14 p. 3. 2756.7

Dr <sup>1851</sup> Merchandise Cr.  
 11970.60.  
 Cash  
 J. C. Sterling  
 John Cooper  
 William White  
 Stock







Annie B. udlong.

William R. B udlong.

Ambrose P. B udlong.

William, D. B udlong.

Ambrose P. B udlong.

Mary S. B udlong.

John A. B udlong.

6 in the family.

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The Samuel R. Locke 3<sup>rd</sup>. Master of Ship Helen  
 August 1<sup>st</sup> of Newport  
 C. D.

The Ship Helen, Augusta sailed from  
 Newport Dec 11<sup>th</sup> 1830. Arrived May 1<sup>st</sup> 1834.  
 May = 5 months 1<sup>st</sup> day 1834  
 Dec 13 " " 11<sup>th</sup> " 1830  
 4 - 20 3

By Journal laws what you receive John L. Res  
 As Debtor made to what you give  
 Stock for you debt must debtor be. Wm D. D.  
 And Creditor your property  
 Profit and loss accounts the plain  
 Your debit loss your credit gain

Wm D. D. D. long.

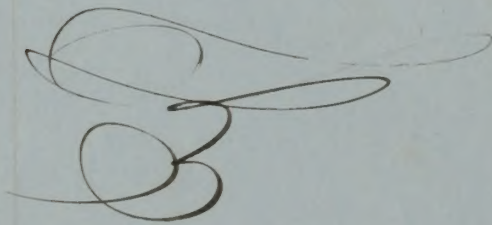
William D. D. long  
 1334567891  
 1334567890

Wm D.

Wm D. D. long and Thos. D. Allen with several sisters from  
 the Pleasant St Society visited the African Episcopal  
 Church on Remond St in New Bedford Feb 29<sup>th</sup> 1864 being  
 admitted as Members from the Pleasant Street Society  
 We had a bang up time causing us much gratification

Per Order of Trustees.

Wm D. D. long Steward  
 Mar 1<sup>st</sup> 1864  
 New Bedford  
 Mass









Charles D Smith    Joseph    Joseph    Steve McLean  
 Jack Gibson

Dr.    ~~Stock~~    ~~by~~  
 5595.18    ~~Mad~~  
 75560    ~~Expense~~  
 11970.60    ~~Cash~~  
 174490    ~~J. C. Sterling~~  
 500.35    ~~John Cooper~~  
 1916.37    ~~Wm White~~  
 Profit & Loss  
 22483.00  
 burasid

24156.30  
 1756.30  
 22400.00  
 22937040  
 17375.22  
 99512  
 22970.40  
 17375.22  
 559518

Dudlong  
 Dudlong Exp. &  
 Charles S Leonard  
 22483.00

New Bedford Boat & Shoe Manufactory.  
 Mar 1st 1864  
 Messrs Hall Trench & Co  
 Sirs

Please send us  
 forty sides of calf skin immediately  
 Yours Respectfully  
 Wm S. Dudlong  
 Clerk & Treasurer

Mr R. Dudlong    Joseph W. Cornell  
 Chas M Pierce    Christopher Dyer  
                              Frederic Allen  
                              Charles M. Pierce Jr  
                              Abraham Akley  
 New Bedford Boat & Shoe Manufactory  
 Mar 5th 1864  
 S. Messrs Hall Trench & Co Boston  
 Sirs

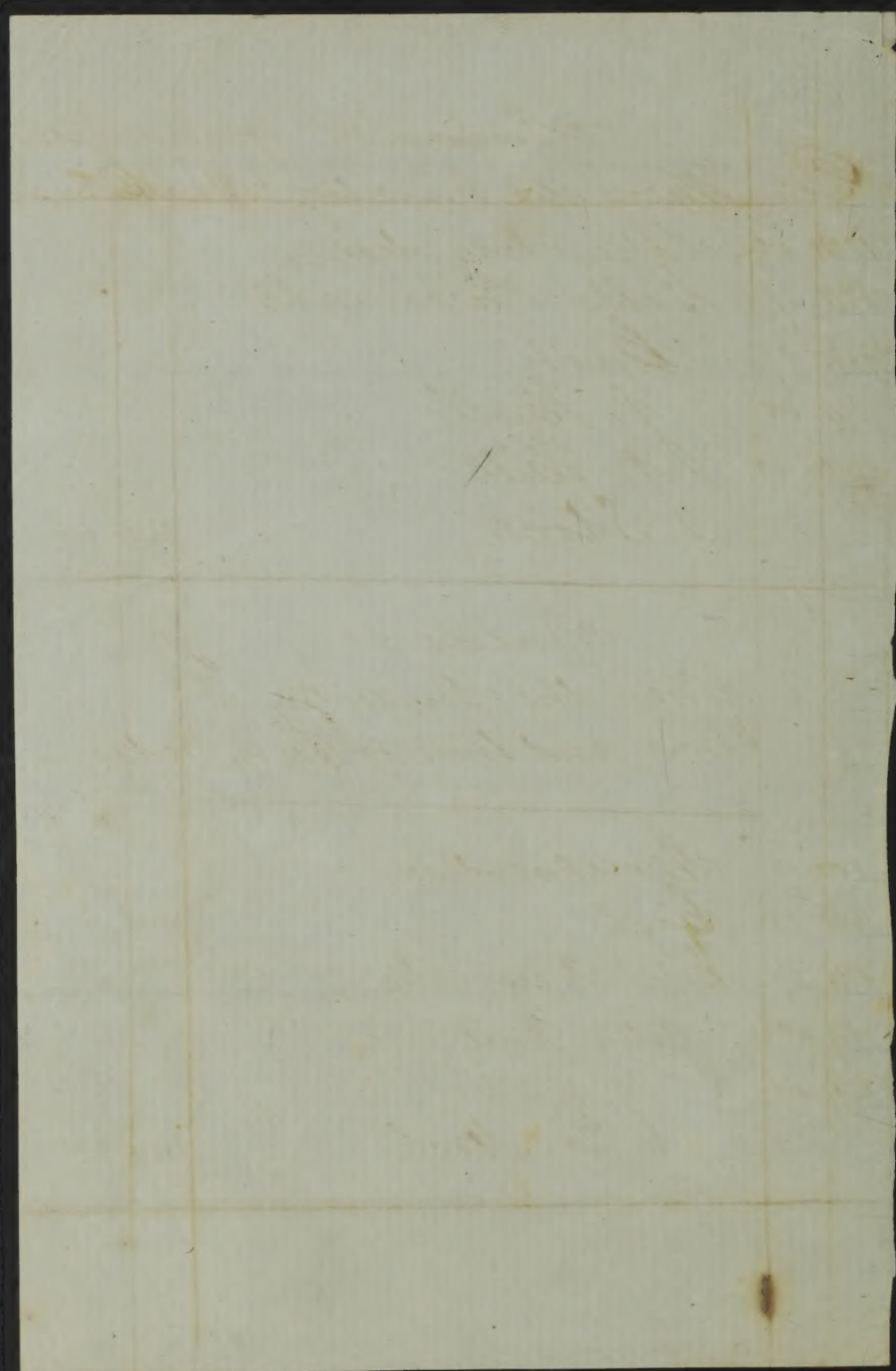
Send us  
 two hundred sides of Kip Skin this week and  
 charge the same to N. B. B. & S. Manufactory.  
 Yours Respectfully  
 Wm Hopkins Agt



		Balance gain on trade	
Dr.		When the Inventory is \$10,000	
1000 00	Merchandise		
1916 37	Bills Receivable		
14045 07	Cash		
147 00	J. Hall		
250 00	J. Hill		
	Stocks		26354 44

		Balance	
		When the Inventory is \$10,000 and there is \$10,000 on trade	
8000 00	Merchandise		
14045 07	Cash		
1916 37	Bills Receivable		
147 00	John Hall		
250 00	J. Hill		
	To Stock		24354 44







470693  
551193

193

Wm P. Rudlong

Purchase

New Bedford  
Mass

27370.40  
22970.40

4400.00

300.  
87.60

368.  
75560

4400  
75560

364440

53.

3727.40

Mass Mass.

Wm James E. Rudlong

New Bedford

24156.30.  
1756.30

24156.30

3727.40

27883.70

1756.30

26127.40

Balance  
Merchandise

New Bedford

Duffalo Duffalo

New Bedford Boot & Shoe Company

1237.40

New Bedford Boot & Shoe Co

372

3727.40

Dr.

Stock

Cr

24156.30

1756.30

22400.

De Stock

Stock

15302.90

Guarantee

14036.59

1387.64

12548.95

11506.80

13421.5

11506.80

9995.18

11970.60

1744.90

500.35

1916.37

26127.40

22150.00

820.40

22970.40

17375.22

5575.18

Dr.

Stock

Cr

Merchandise

Expense

Cash

Stock

Cooper

White

6803.22

4161.62

11970.60

161322.2

755.60

16887.82

5575.18

22463.00

22400.

Dr.

Stock

Cr

Merchandise

Expense

Cash

Stock

Cooper

White

6803.22

4161.62

11970.60

161322.2

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Dr.

Stock

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Merchandise

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Dr.

Stock

Cr

Merchandise

Expense

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Stock

Cooper

White

6803.22

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11970.60

161322.2

755.60

16887.82

5575.18

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Dr.

Stock

Cr

Merchandise

Expense

Cash

Stock

Cooper

White

6803.22

4161.62

11970.60

161322.2

755.60

16887.82

5575.18

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la Couronne

1234567890  
9876543210  
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11111100  
V A B



- 475.27  
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 117.24  
 89.63  
 57.84  
 9.17

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$$\begin{array}{r} 8749 \\ 61524 \\ 9918 \\ 12749 \\ \hline 21416 \\ \hline 1143.56 \end{array}$$

27 77352  
 1143.56  
 1464.28  
 3688.65  


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 87070.01  
 3748.  


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$$\begin{array}{r} 93247 \\ 125.16 \\ 87.87 \\ 78.78 \\ \hline 240. \\ \hline 1464.28 \end{array}$$

$$\begin{array}{r}
 100.75 \\
 78.64 \\
 1134.69 \\
 23.7457 \\
 \hline
 3682.65
 \end{array}$$

9 038  
9321.01

abedfghijklmnopqrstuvwxyz 123

AS. b5. b6. b7C  
AS. b5. b6. b7C. b7D  
KMM

Mositt Mendenhall

A collection of handwritten symbols and geometric shapes. The symbols include various squares, some with internal lines or markings, and several triangles. There are also some abstract, scribbled lines and shapes. The symbols are arranged in a somewhat organized manner, possibly representing a code or a set of instructions.



Wednesday Jan 1<sup>st</sup> 1857.

	Undivided Dr.		
1	Mdse in Store	22150.	
1	Cash	79050.	
2	Bills Receivable		
	Note against John Brown.	500.	
	D. C. Cook	715.80.	
11	To Stock		24156.30.
1	To Stock Dr.	1756.30.	
2	C. D. Brown,		750.30.
3	2 D. C. Cook		1006.

	Monday Jan 20 <sup>th</sup>		
2	J. B. Sterling Dr.		
	Sales Book B. P. 20.	2250.40	
1	3 To Mdse		2250.40.

	Monday Feb 10 <sup>th</sup>		
3	John Cooper Dr.		
	Sales Book B. P. 56.	1756.85.	
1	4 To Mdse		1756.85.

	Monday Feb 24 <sup>th</sup>		
1	Expenses Dr.		
	Store Rent 7 Mos.	250.	
	Clerk Hire 1 Mo	50.	
1	5 To Cash		300.

	Saturday Mar 1 <sup>st</sup>		
3	J. D. Morton Dr.		
	Sales Book B. P. 75.	4561.80.	
1	6 To Mdse		4561.80.

	Monday Mar 10 <sup>th</sup>		
3	Cook & Hall Dr.		
	Sales Book B. P. 102.	5645.	
1	7 To Mdse		5645.80.

	Monday Mar 24 <sup>th</sup>		
3	William White Dr.		
	Sales Book B. P. 140.	1640.50	
1	8 To Mdse		1640.50.



2

Monday March 31<sup>st</sup> 1851.

1	Cash	Dr.	
	Paymt On Acct		715.80.
29	To Pitts Receivable		715.80.

Thursday Apr 3<sup>rd</sup>

1	Wdse	Dr.	
	Invoice Book No. 2.		820.40
10.	To Cash		820.40.

Thursday Apr. 17<sup>th</sup>

1	Expense	Dr.	
	Expenses To Am. York		25.50.
	Freight on Wdse		48.10
	Set Account Books.		14
11	To Cash		8760.

Saturday Apr. 28<sup>th</sup>

3	John Cooper	Dr.	
	Cash		123650
12	To Wdse		123650.

Thursday May 1<sup>st</sup>

2	J. C. Sterling	Dr.	
1	Cash		1750.30
13.	To Wdse		1750.30.

Monday May 19<sup>th</sup>

2	G. D. Brown Dr.		
	In full of his acct.		750.30.
14.	Cash.		750.30

Monday June 2<sup>nd</sup>

3	Cook & Hall	Dr.	
	Cash		4500
15.	To Wdse bought Mar 10 <sup>th</sup>		4500.

Monday June 9<sup>th</sup>

2	J. C. Sterling	Dr.	
	Shls. Book C. & A.		124480
16.	To Wdse		124480

Monday June 23<sup>rd</sup>

2	Profit & Loss	Dr.	
	Note against John Brown Paid		351.81
2	Annuit		83.
17	To Cash		434.81.



Thursday June 26<sup>th</sup> 1857.

1	Cash	Dr	
	In full of his Account	1006	
318.	To. D. P. C. Otis		1006.

Saturday June 28<sup>th</sup>

1	Cash	Dr	
	In full of his Account	148 19	
2 19.	To. John Farney		148. 19

Monday June 30<sup>th</sup>

1	Cash	Dr	
	In full of his Account.	4561.80	
3 20.	To. J. S. Morton		4561.80.

Monday July 14<sup>th</sup>

	William White	Dr	
	Sales Book C. P. 23.	275 87	
	To. W. H. Lee		275. 87.

Monday July 21<sup>st</sup>

	Book & Wall	Dr	
	In full of their Account	1145	
	To. Cash		1145.

Tuesday July 30<sup>th</sup>

	Expenses	Dr	
	Clerk Hire six Mos.	300	
	Fuel and Lights	68	
	To. Cash		368.

July 30<sup>th</sup>

	W. H. Lee	Dr	
	Gross Profits 7 Mos.	4400.	
	To. Profit & Loss		4400.

Profit & Loss

	Business Expenses 7 Mos.	Dr	
	To. Expenses	755.60.	
			755. 60.

Profit & Loss

	Net gain 7 Mos.	Dr	
	To Stock	3727.40.	
			3727. 40.



ABLES L M S JK

[illegible]

~~Handwritten scribbles and numbers.~~



Dr

Stock

Cr.

Dr

Merchandise

Cr.

Dr

Expense.

Cr.

Dr

Cash.

Cr.



$$\begin{array}{r} 5.00 \\ .10 \\ \hline 5.005 \end{array}$$

$$\begin{array}{r} 5.00 \\ .50 \\ \hline 4.50 \end{array}$$

$$\begin{array}{r} 5.50 \\ 4.50 \\ \hline 9.00 \end{array} \quad \begin{array}{r} 550 \\ 611 \frac{1}{9} \end{array}$$

$$\begin{array}{r} 1.02' 8960 \quad (8960.00) \\ 816 \quad (87843) \quad 173 \\ \hline 800 \quad 1756832 \quad 151 \\ 714 \\ \hline 860 \\ 816 \\ \hline 440 \\ 408 \\ \hline 320 \\ 306 \\ \hline \sqrt{140} = 11.8 \\ \sqrt{102} = 10.1 \\ \hline \sqrt{38} = 6.16 \\ 102 \quad 51 \end{array}$$

$$\begin{array}{r} 173 \\ 8.95 \\ \hline 865 \\ 1557 \\ \hline 1384 \end{array}$$

$$\begin{array}{r} 1.0178 \quad 1548.35 \\ 8 \quad \hline 815 \quad 1238680 \quad (151985) \end{array}$$

$$\begin{array}{r} 42368 \\ 4075 \\ \hline 1618 \\ 815 \end{array}$$

$$\begin{array}{r} 8.15 \\ 1.73 \\ \hline 2685 \\ 6265 \\ 895 \\ \hline 154835 \end{array}$$

$$\begin{array}{r} 1.0178 \quad 1548.35 \\ 8 \quad \hline 815 \quad 1238680 \quad (151985) \end{array}$$

$$\begin{array}{r} 8030 \\ 7335 \\ \hline 6950 \\ 6520 \\ \hline 4300 \end{array}$$

$$\begin{array}{r} 4075 \\ 3225 \quad 445 = 5 \\ \hline 815 \quad 16317 \end{array}$$

$$\begin{array}{r} 4236 \\ 4075 \\ \hline 1618 \\ 815 \\ \hline 8030 \\ 7335 \\ \hline 6950 \\ 6520 \\ \hline 4300 \end{array}$$

$$\begin{array}{r} 154835 \quad 45 \quad 815 \quad 617 \\ 1519.85 \quad 117 \quad 45 \\ \hline 28.49 \quad 1217 \quad 365 \end{array}$$

$$\begin{array}{r} 32 \quad 815 \quad 2 \\ 64 \\ \hline 175 \end{array}$$

$$\begin{array}{r} 4300 \\ 4075 \\ \hline 225 \\ 815 \quad 407 \quad 1610000 \end{array}$$

$$\begin{array}{r} 1.0187 \frac{1}{2} \\ 2 \\ \hline 32 \quad 21375 \end{array}$$

$$\begin{array}{r} 15 \times 815 \\ 8 \quad 8 \\ \hline 10 \\ 1.04 \quad 1976 \quad 1900 \\ \hline 104 \\ \hline 936 \end{array}$$

$$\begin{array}{r} 7 + 1 \\ 8 \quad 8100 \\ \hline 12 \frac{1}{2} \\ 7 \frac{1}{2} \\ \hline 84 \frac{3}{2} \end{array}$$

Curried

$$\begin{array}{r} 1.0134 \quad 118768 \\ 414 \quad 4 \\ \hline 407 \quad 775072 \end{array}$$

$$\begin{array}{r} 5.75 \\ 500 \\ \hline 2875.00 \\ 0134 \\ \hline 2873 \end{array}$$

$$\begin{array}{r} 1.0175 \quad 1876800 \quad (184452) \\ 10175 \end{array}$$

$$\begin{array}{r} 85830 \\ 81400 \\ \hline 45300 \end{array}$$

$$\begin{array}{r} 8 \quad 154835 \\ \hline 193548 \end{array}$$

$$\begin{array}{r} 1548.35 \\ 0.0178 \\ \hline 154835 \\ 135480 \frac{5}{8} \\ \hline 29032 \frac{5}{8} \end{array}$$

$$\begin{array}{r} 4 \quad 2875 \quad 46000 \\ \hline 71834 \quad 40700 \\ 3 \quad 53000 \\ \hline 2 \quad 5614 \quad 50875 \end{array}$$

$$\begin{array}{r} 21250 \\ 20350 \\ \hline 900 \end{array}$$

$$\begin{array}{r} 32 \quad 501 \\ 32 \\ \hline 180 \end{array}$$

$$\begin{array}{r} 1378 \\ 8 \\ \hline 111 \end{array}$$

$$\begin{array}{r} 20 \frac{7}{8} \\ 165 \\ \hline 1000 \\ 1 \end{array}$$

$$\begin{array}{r} 165 \quad 8000 \quad 165 \quad 23 = \\ \hline 8100 \quad 1600 \end{array}$$



470693.  
864.56  
543.40  
258348  
475.81  
274.08  
38.00

$\frac{5}{31}$

258348  
91041

9486.25  
.003  
284.5875

476  
0051/10  
2380  
4776/10  
2857 3/5

S. C. Kenyon Saybrook  
Eaten Douds Hartford  
Hill Goodwin Hartford

476.  
005  
476.00  
.0055  
238000  
238000  
2618000

760  
.0255  
3800  
3800  
120  
11.3800

8000.  
.0105  
840000  
895  
1.73  
2685  
6265  
895  
1.0178/154835

7860  
03  
.0305  
7860  
18300  
2440  
2135  
239.7300

.0255  
760  
15300  
1785  
19.3800  
760.00  
19.38  
74062  
450  
3.50  
22500  
1350  
1575.00

450  
4.00  
1800.00  
.0305  
9000  
054000  
0549000  
1800  
05490  
1375.  
170.10

8960  
1.12/117.60(105  
112  
560

1.07/802.50 (75.000  
749  
535  
535

802.50  
750.00  
5250

.18  
.025  
1.205/769.60 (638672 48/241  
7230  
4660  
3615

42  
.045  
003 1/3  
1.468 1/3 986.40  
3  
4405/295920 (671782 58/881  
26430  
31620  
30835  
7850  
4405  
34450  
30835  
36150  
35240

16. - 1/15 = 15  
16/16 116  
10450  
9640  
8100  
7230  
8700  
8435  
2650  
2410  
5/240 = 48  
1205 241

1/111  
800  
32 3250(1  
32  
180

9100  
8810  
5/290 = 58  
4405/881



$$\begin{array}{r} 18768 \\ .01\frac{3}{4} \\ \hline 18768 \\ 14176 \\ \hline 32844 \end{array}$$

$$\begin{array}{r} 4 \overline{) 18768} \\ \underline{4692} \phantom{00} \\ 3 \phantom{00} \\ \underline{14076} \phantom{00} \\ 7658.75 \\ .01\frac{1}{2} \\ \hline 7658.75 \\ 382937\frac{1}{2} \\ \hline 1148812\frac{1}{2} \end{array}$$

$$\begin{array}{r} 1548.7\frac{1}{2} \\ \underline{25} \\ 7747 \\ 3096 \\ \hline 38707 \times 15 \\ \hline 585 \\ 40111612\frac{1}{2} \\ \hline 2903 \phantom{00} 575 \\ \hline 700 \end{array}$$

$$\begin{array}{r} 26.9042 \\ \hline 7380 \\ 18452 \\ \hline 90.23 \end{array}$$

$$\frac{1378}{10000}$$

$$\begin{array}{r} 111 \\ 8 \\ \hline 1000 \times \\ 1 \end{array} \quad \begin{array}{r} 12\frac{1}{2} \\ 2 \\ \hline 25 \\ 2 \\ \hline 1000 \\ 1 \end{array} \quad \begin{array}{r} 2000 \times \\ 1 \\ \hline 25 \times 1000 \\ 2 \end{array}$$

$$\begin{array}{r} 4025.00 \\ .01\frac{3}{4} \\ \hline 4025 \end{array}$$

$$\begin{array}{r} 444025 \\ 1006\frac{1}{4} \\ \hline 3018\frac{3}{4} \\ 4025\frac{1}{4} \\ \hline 7043\frac{3}{4} \end{array}$$

$$\begin{array}{r} 1378 \\ 8 \\ \hline 111 \\ 8 \\ \hline 1000 \\ 1 \end{array}$$

$$\frac{8 \times 1000}{111}$$

$$\frac{2 \times 1000}{25}$$

$$25 \div 2000 (80)$$

$$111 \overline{) 8000}$$

$$\begin{array}{r} 173 \\ 8.95 \\ \hline 865 \end{array}$$

$$\begin{array}{r} 1545\frac{1}{20} \\ 20 \phantom{00} 3 \\ \hline 30907 \times 15 \\ \hline 20 \phantom{00} 8 = 92921 \\ 4 \phantom{00} 32 \end{array}$$

$$\begin{array}{r} 1557 \\ 1384 \\ \hline 1548.35 \end{array}$$

$$32 \overline{) 92721 (2}$$

$$\begin{array}{r} 1548\frac{1}{20} \\ 20 \phantom{00} 3 \\ \hline 30967 \times 15 = 92901 \\ \hline 20 \phantom{00} 8 \end{array}$$

$$\begin{array}{r} 32 \overline{) 92901 (2903 \phantom{00} 4} \\ 64 \phantom{00} 289 \\ \hline 288 \\ 186 \\ 532 \end{array}$$

$$\begin{array}{r} 1378 \div 1000 \\ 8 \phantom{00} 1 \\ \hline 111 \\ 8 \\ \hline 1000 \end{array}$$

$$90 \overline{) 102517}$$

$$\begin{array}{r} 95 \\ 2\frac{1}{2} \\ \hline 190 \\ 47\frac{1}{2} \end{array}$$

$$2.37\frac{1}{2} \overline{) 90.00}$$

$$\begin{array}{r} 475 \overline{) 18000 (37884} \\ \underline{1425} \phantom{00} \\ 3750 \\ \underline{3325} \phantom{00} \\ 4250 \\ \underline{3800} \phantom{00} \\ 450 \end{array}$$

$$\begin{array}{r} 1548.35 \\ 0.01\frac{1}{8} \\ \hline 154835 \end{array}$$

$$\begin{array}{r} 8 \overline{) 154835} \\ \underline{1935478} \\ 13547837 \\ 218 \\ \hline 13528058 \\ 15483578 \\ \hline 29031558 \end{array}$$

$$\begin{array}{r} 90 \\ .02\frac{1}{2} \\ \hline 180 \\ 45 \\ \hline 225 \end{array}$$

$$\begin{array}{r} 90.00 \\ 2.25 \\ \hline 8775 \end{array}$$

$$\begin{array}{r} 4000 \\ 3800 \\ \hline 2000 \\ 1900 \\ \hline 1000 \end{array}$$

$$\begin{array}{r} 1538 \\ 8 \\ \hline 125 \\ 8 \phantom{00} 2 \phantom{00} 1000 \\ \hline 1000 \phantom{00} 125 \phantom{00} 1 \\ 1 \end{array}$$

$$\begin{array}{r} 185 \overline{) 85500} \\ 223 \overline{) 8750 (3} \\ \hline 675 \phantom{00} \\ 2000 \end{array}$$

$$\begin{array}{r} 8000 \\ 125 \\ \hline 25 \overline{) 8000 (32} \\ \hline 75 \\ 255 \\ 5 \phantom{00} 50 \phantom{00} 250 \end{array}$$

$$\begin{array}{r} 95 \\ .02\frac{1}{2} \\ \hline 190 \\ 47\frac{1}{2} \\ \hline 237\frac{1}{2} \end{array}$$

$$\begin{array}{r} 9 \phantom{00} 95.00 \\ 2.37\frac{1}{2} \\ \hline 185 \overline{) 92.62\frac{1}{2}} \end{array}$$

$$\frac{125 \div 25}{8000 \phantom{00} 1600}$$

$$\begin{array}{r} 90 \\ 95 \\ \hline 185 \end{array}$$



New Bedford Book & Shoe Company Zachew Mrs A. Hafford

743  
14  
2  
297  
243  
1040

416

Hills & Goodman  
Hills & Goodman  
Hills & Goodman

1.025 95.000 (93.07  
9185  
3150  
3075  
7500

1025

95/90.00 (94  
855  
450  
380  
700

90  
95  
185  
2225

95  
.02 1/2  
190  
47 1/2  
237 1/2 / 90.00  
2

3690  
.02 1/2  
7380  
1845  
91.25

90

90 Burrassier

475 18000 (38  
1425  
3750  
3325  
425

3600  
1.025 3690

1.025 95

90.00

Buro  
Buras

3690  
.02 1/2  
7380  
1845  
92.25

3600  
.02 1/2  
7200  
1800  
90.00

90  
95  
2250

90.00  
1.025  
9225000

95/900 (9473  
855  
450  
380

1.025

90

90/1025 (1388

95/3600 (37 cent  
285  
750  
665  
85  
20

700  
660  
350  
285  
650  
570  
800

90  
125  
90  
350  
270  
800  
720  
800  
720

John Burdlong  
Bart Gypsey  
Capt Robinson

95/700 (17  
195  
750  
665  
85  
4

B &

95 95  
2250

90

95/340 (3  
285  
55  
28  
440  
110

Galena Down

Mrs R. Burdlong  
Wam sutta long  
mills

95/1540 (16419  
95  
590  
570  
20 = 419  
95

Mrs A Hafford



$$\begin{array}{r} 95 \overline{) 3600} (37 \frac{1}{9} \\ \underline{285} \phantom{00} \\ 750 \\ \underline{665} \phantom{00} \\ 85 = 17 \\ \underline{5} \phantom{00} 95 \phantom{00} 19 \end{array}$$
$$\begin{array}{r} 237\frac{1}{2} \quad 90.00 \\ \underline{2} \qquad \qquad \quad 2 \\ 475 \overline{) 18000} \quad (37\frac{1}{19} \\ \underline{1425} \qquad \qquad \quad \\ 3750 \\ \underline{3325} \qquad \qquad \quad \\ 425 = 85 = 17\frac{1}{19} \\ \underline{475} \qquad \qquad \quad 95 \end{array}$$

$$\begin{array}{r} 85 \\ 95 \end{array} \quad \frac{85}{95} = \frac{17}{19}$$

$$\begin{array}{r} 225 \\ 24 \overline{) 540} \\ \underline{48} \phantom{0} \\ 60 \phantom{0} \\ \underline{60} \phantom{0} \\ 0 \phantom{0} \end{array}$$

Cash Dr To Sundries  
Sundries Cr by Cash  
Moses Dr To Sundries  
Sundries Cr by Moses  
Labor Dr To Cash

ABDEFGHIJKLMNOPQRSTUVWXYZ

$$\begin{array}{r} 1274.32 \\ 2479.81 \\ 4728.49 \\ 4324.37 \\ \hline 12806.99 \end{array}$$

7443. 29  
 3726. 43  
 9642. 83  
 4977. 43  
 8743. 29  
 4327. 29  


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 38860 76

Hills & Goodman Dr 4724 63  
To Mase 4724 63

East Dr 4724 63  
To Heills & Goodman 4724.63

1. Lragin & Page Dr  
    L. M. 20

Indice In 472 49  
Ls Crapin & Page 472 49

Alphonso Francisco De Asis  
Juan Marino De La Concepcion  
Hernando Pio Pami Pilayo

Cravin & Page Dec 47249  
To Cash 472 49



Cash &amp; 2

ley

Edw

12

Wells & Goodman Dr

4783. To Cooper's calf Opera Book @ 575 345.00

12

12  
Of Webber Dr

Lo 24 pr mens Buff Bals @ 225 54.

12

<sup>12</sup>  
D. Mills, & Sons

30 for Misses Leaf Bals, @ 2.12 63.60

12

H Wilmarth Dr

12 pr Mens Past calf Opera Boots @ 5.75 = 69.00

New Bedford Boot and Shoe

Manufactory Wm H Hopkins

Agent

83 23 7' 10' 93 7' 42 91 42 3' 11'

$$\begin{array}{r}
 744 \\
 \hline
 78 \\
 1643 \\
 \hline
 468 \\
 78 \\
 52 \\
 \hline
 \$13.00
 \end{array}$$



247.95  
396.42  
493.21  
463.99  
876.42  
493.21  
463.21  
1076.31  
749.23  
376.29  
294.35

---

595059

*W. W. W.*

476.10  
.005 1/10  
23 80  
23 87  
24 27

*Hinn*

2 30 1/10

476  
505  
4

476  
.005 1/2  
23 80  
23 8  
2.6 18

896  
12  
107 50

5728  
01 3/4  
5728  
4296  
100.24

1432  
3  
4296

8000  
.010 1/2  
8000  
4000  
84.000

601.12  
258.59  
342.53

7860  
.030 1/2  
2358.00  
3930  
30

10 1/10 1/2 239.7

7860  
239.73  
7621.27

New Bedford Mar 14th 1864

Hills & Goodman Bought of Brew

Bedford Boot & Shoe Manufactory

12 pr Mens calf Opera Boots Sew'd	60 ~
24 " Boys Split Brogs @ 100	24 ~
30 " Womens Buff Bats @ 237	71 10
	155 10

Joseph W. Cornell. Pres,  
Wm. H. Hopkins Agent  
Edwin B.

Cash Dr  
To Mechanics Bank 274.32  
" Cragin & Page 297.62  
" Jos. Endworth 29.17  
501.12

Cash Cr  
By J. Coak 17.41  
" Insurance 241.18  
  
By Balance 258.59  
342.53  
601.12



James Budlong  
 John Budlong  
 Ambrose Budlong  
 William Budlong  
 Ann Budlong.

Anchovy.

Budlong

Wamsutta Mills

New Bedford

Mass

Sucker & Cummings

New Bedford

Mass

J. N. Dickley  
 H. Moser  
 Hills & Goodman  
 C. A. Pierce  
 Thomas Pierce  
 Melendy & Stewart  
 J. Hills & Sons  
 G. A. Jones Jr.  
 W. H. Holman  
 Union Boot & Shoe Company  
 A. R. Palmer  
 Galen Dowd.

Hills & Goodman Dr To Moser

Hills & Goodman  
 To Moser

Cash

Dr Hills & Goodman 47

13  

$$\begin{array}{r} 1833-1-1 \\ 1831-3-11 \\ \hline 1-10-0 \end{array}$$

$$\begin{array}{r} 83.33 \\ 10 \\ \hline 83.330 \\ 83.33 \\ \hline 92 \end{array}$$

$$\begin{array}{r} 83.33 \\ 108\frac{1}{3} \\ \hline 66664 \\ 8333 \\ \hline 899964 \\ 2777\frac{1}{3} \\ \hline 902741\frac{1}{3} \\ 83.33 \\ \hline 92.357 \end{array}$$

$$\begin{array}{r} 92.357 \\ 83.33 \\ \hline 6/92.357 \\ \hline 15392\frac{5}{6} \\ 7\frac{1}{2} \\ \hline 107744 \end{array}$$

$$\begin{array}{r} 92.357 \\ 1.539 \\ \hline 768 \\ 946656/90274 \\ \hline 1.5045 \\ 7523 \\ \hline 2.3568 \\ 90274 \\ \hline 713842 \\ 8833 \\ \hline 714 \end{array}$$

474.19

Dr 474.19

474.19







83.33 1833-1-1  
8333 1831-3-11  
108 1/3 1-9-20  
66664  
8333  
899964  
2777  
9.0.2741 2.027  
83.33 83.33  
6/173.604 6/853.57  
17267 14226  
172 7 1/2  
1831-6-1  
1831-3-2  
2-29

.06  
.045  
.003 1/3  
108 1/3  
83.33 1/3  
108 1/3  
66664  
8333 2777  
66664  
8333 2777  
6/9026416 902741  
1504577 1/2  
105308  
7522  
11.2830  
83.33 1/3  
94614

Cragin & Page

Ariel Low

R. J. Campbell

H. B. Sammel

.0145/6  
100.25  
.0145/6  
40100  
10025  
8335  
50075

105308  
7522  
11.2830  
83.33 1/3  
94614  
94614  
6/110025  
16715  
8355

6800 133 1/3  
133 1/3 31800  
2 266 2/3  
266 2/3 3  
266 2/3 800  
533 1/3  
133 1/3 800  
266 2/3 400  
400 6

6/148705  
24784  
99136  
100.25  
10124  
10124

Low Cragin & Page

Cragin & Page

Hills & Goodman

266 2/3  
800  
2400  
400/3466 2/3  
8 2/3

1832-12-19  
1831-2-17  
1831-10-2  
1760.0710 1/3  
19360770  
58669  
6/194.19439  
2/32365  
16.182  
1760.07  
177 6252

by Goodman

Restaurant

Restaurant

266 2/3  
3  
400/2400 2/3 800  
3 x 400

20m

2 20 per men's leaf Bal



$$\begin{array}{r} 100 \\ .08 \\ \hline 2 \overline{) 9.2} \\ 46 \\ \hline 170 \div 100 = 1.70 \\ 100 \div 100 = 1.00 \end{array}$$

$$1.70 \div 1.00 = 1.70$$

*Currents*

$$\begin{array}{r} 1228 \\ 88 \\ \hline 9824 \\ 9824 \\ \hline 1080.64 \\ 5 \\ \hline 10757 \end{array}$$

$$\begin{array}{r} 417890 \\ 1972\frac{1}{2} \\ 3 \\ \hline 5917 \end{array}$$

$$\begin{array}{r} 46 \text{ } 100 \\ 08 \text{ } 46 \\ 54 \\ \hline 9.00 \\ 46 \\ \hline 41400 \text{ men} \\ 170 \div 100 \\ 100 \div 100 \end{array}$$

$$\begin{array}{r} 15.00 \\ 13.60 \\ 14.10 \\ 17.0 \\ \hline 12287 \\ 1221 \\ 88 \\ \hline 9768 \\ 9768 \\ \hline 107448 \end{array}$$

$$\begin{array}{r} 7890 \\ 138 \\ \hline 7752 \\ .04 \\ \hline 7890 \\ 138 \\ \hline 7752 \\ .04 \\ \hline 7890 \\ 138 \\ \hline 7752 \\ .04 \end{array}$$

*\$310.08 Answer*

$$\begin{array}{r} 450 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \\ 4500 \\ 9 \\ \hline 44491 \\ 360 \\ \hline 4181 \\ .04 \\ \hline 16324 \end{array}$$

$$\begin{array}{r} 4500 \\ 360 \\ \hline 4140 \\ .04 \\ \hline 165.60 \\ 4500 \\ 4 \\ \hline 446 \\ .08 \\ \hline 3668 \end{array}$$

$$\begin{array}{r} 4500 \\ 360 \\ \hline 4140 \\ .04 \\ \hline 165.60 \\ 4500 \\ 9 \\ \hline 44491 \\ 360 \\ \hline 4181 \\ .04 \\ \hline 16324 \end{array}$$

$$\begin{array}{r} 4500 \\ 360 \\ \hline 4140 \\ .04 \\ \hline 165.60 \\ 4500 \\ 9 \\ \hline 44491 \\ 360 \\ \hline 4181 \\ .04 \\ \hline 16324 \end{array}$$

$$\begin{array}{r} 4500 \\ 360 \\ \hline 4140 \\ .04 \\ \hline 165.60 \\ 4500 \\ 9 \\ \hline 44491 \\ 360 \\ \hline 4181 \\ .04 \\ \hline 16324 \end{array}$$

$$\begin{array}{r} 4500 \\ 360 \\ \hline 4140 \\ .04 \\ \hline 165.60 \\ 4500 \\ 9 \\ \hline 44491 \\ 360 \\ \hline 4181 \\ .04 \\ \hline 16324 \end{array}$$

$$\begin{array}{r} 4 \\ 10 \\ 40 \\ \hline 4500 \\ 40 \\ \hline 44600 \\ .08 \\ \hline 35980 \end{array}$$

*1.005*

$$\begin{array}{r} 446 \\ 35 \\ \hline 4110 \\ 4 \\ \hline 16440 \end{array}$$

*103005*

$$\begin{array}{r} 4460 \\ 357 \\ \hline 4103 \\ 04 \\ \hline 164.12 \end{array}$$

$$\begin{array}{r} \$100 \div 1.70 \\ 100 \div 1.70 \\ .70 \end{array}$$

$$\begin{array}{r} 1000 \div 1.70 \\ 1000 \div 1.70 \\ 581.7 \end{array}$$

*Currents*

$$\begin{array}{r} 1221 \\ .12 \\ \hline 146.52 \\ 2442 \\ 1221 \\ \hline 14652 \end{array}$$

$$\begin{array}{r} 1221 \\ 146 \\ \hline 1075 \\ 1075 \\ \hline 10750 \\ 0005 \end{array}$$

$$\begin{array}{r} 1221 \\ 146 \\ \hline 1075 \\ 1075 \\ \hline 10750 \\ 0005 \end{array}$$

$$\begin{array}{r} 417881 \\ 1970 \\ 3 \\ \hline 5910 \end{array}$$

$$\begin{array}{r} 417881 \\ 1970 \\ 3 \\ \hline 5910 \end{array}$$

$$\begin{array}{r} 417881 \\ 1970 \\ 3 \\ \hline 5910 \end{array}$$

$$\begin{array}{r} 417881 \\ 1970 \\ 3 \\ \hline 5910 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

$$\begin{array}{r} 4500 \\ 10 \\ \hline 4500 \\ .08 \\ \hline 360.00 \end{array}$$

*10.00*



Am D. Budlong Esculapio & Co  
New Bedford  
Mass Hills & Goodman Dr  
To Wadse

1.0305 / 1800.00 (174.672

10305  
76950  
72135  
48150  
41220  
69300  
61830  
74700  
72135  
25650  
10

1800.  
174.67  
1625.33

New Bedford  
Wadse

Book  
Keeper

1746.72  
1575.00  
171.72

1234567890  
1234567890  
1234567890  
1234567890  
4,938,271,560

1.0305 / 1800

10305 / 18000 (174740

Massachusetts

18000  
201  
76990  
72107  
48830  
41204  
76260  
72107  
41530  
41204  
3270

Warrant

1800  
174.74  
1625.26  
1575.00

Warrant

Warrant

Massachusetts  
J.R.

2A  
R

1800  
0.0  
Mass  
1800  
0.305  
9000  
5400  
54900

Mass

39300  
23580  
2397300

Massachusetts

7860  
23973  
7620.27

1800  
54.90  
174510  
1575.00  
170100

Mass

Massachusetts  
R.I.

Connecticut  
Rhode Island

Maine  
Maine

New Hampshire

Yap  
Yap  
Yap



New Bedford March 1864

29	Hills & Goodman	19	Dr	99 43.	
29		To Indse			99 43.
29	Cash	21	Dr	99 43.	
29		To Hills & Goodman			99 43.
	Indse	27	Dr	873. 47	
		To Cragin Page & Co			873. 47
	Cragin Page & Co	29.	Dr	873. 47	
		To Cash			873. 47
	Bill Receivable	17	Dr	299 47	
		To L Cook & Co			299 47
	L Cook & Co	19	Dr	299 47	
		To Indse			299 47
	Indse	24	Dr	947 29	
		To Ariel Low & Co			947 29
	Ariel Low & Co	27	Dr	947.29	
		To Bills Payable			947.29

Cash		Dr	99.43
	To Indse		99 43

Cash	99.43	By Indse	99 43
		By Indse	99.43

9943

Indse

99.43

Spence & Burdett





Massachusetts

Hills & Goodman  
To mde

Dr 94.37

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Cash

To Hills &amp; Goodman

Dr

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Dr

Hills & Goodman  
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$$\begin{array}{r} 345 \\ 1.06 \\ \hline 2070 \\ 345 \end{array}$$

$$\begin{array}{r} 345 \\ 1.06 \\ \hline 2070 \\ 345 \\ \hline 365.70 \\ 1.06 \\ \hline 219420 \\ 365.70 \\ \hline 387.642 \\ 1.06 \\ \hline 2325852 \\ 387642 \\ \hline 410.900 \end{array}$$

$$\begin{array}{r} 246540 \\ 41090 \\ \hline 433554 \end{array}$$

15/500(-

$$\begin{array}{r} 1832-12-19 \\ 1831. 2-17 \\ \hline 1-10-2 \end{array}$$

$$\begin{array}{r} 06 \\ 050\frac{1}{15} \\ \hline .110\frac{1}{15} \end{array}$$

$$\begin{array}{r} 06 \\ 050\frac{1}{3} \end{array}$$

$$\begin{array}{r} 19360770 \\ 117340 \\ \hline 61947811 \\ 21324633 \\ \hline 16.23.17 \\ 1760.07 \end{array}$$

$$\begin{array}{r} 435.534 \\ 1.06 \\ \hline 2613324 \\ 435534 \\ \hline 461.68724 \\ 1.06 \\ \hline 2770122 \\ 461687 \\ \hline 489.38822 \\ 1.06 \\ \hline 2936328 \\ 489388 \\ \hline 117345187512 \\ 1.06 \end{array}$$

$$\begin{array}{r} 1760.07 \\ 0110\frac{1}{15} \\ \hline 1760.070 \\ 117 \end{array}$$

$$\begin{array}{r} 15) 1760.07 \\ 15 \\ \hline 26 \\ 15 \\ \hline 110 \\ 102 \\ \hline 50 \\ 45 \\ \hline 57 \\ 582.8685 \\ 1.06 \end{array}$$

$$\begin{array}{r} 3497208 \\ 582868 \\ \hline 617.840 \\ 345.00 \\ \hline 27284 \end{array}$$

$$\begin{array}{r} 1760.07 \\ 110\frac{1}{15} \\ \hline 19360770 \\ 11734 \\ \hline 619372504 \\ 213228917 \\ \hline 16.14458 \\ 1760.070 \end{array}$$

$$\begin{array}{r} 1760.07 \\ 110\frac{1}{3} \\ \hline 19360770 \\ 38664 \\ \hline 619419434 \\ 213236572 \\ \hline 16.182 \\ 1760.07 \\ \hline 1776252 \end{array}$$

$$\begin{array}{r} 1835 \\ 35- \\ \hline 9175 \\ 5505 \\ \hline 64223 \end{array}$$



Bedford

Dr  
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Hills & Goodman

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J.E.F.

Dr  
99 43

cash

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New Bedford presid

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Dr  
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W. Masse President

proclamation 99 43  
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R R R R R R R R

Dr  
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Bragin Page & Co

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Dr  
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Bills Receivable  
Practice R R

Cr  
Wm D. Rudlong

299 47

R. L. Cook & Co

299 47

A.B.C. D.E.F.G.

are defg h i j k l m

R R R R R R R R

Eligible band

Ephemeral

R R R

R R R Studies



$$\frac{3}{4} + \frac{2}{3} = \frac{9}{12} + \frac{8}{12} = \frac{17}{12} = 1 \frac{5}{12}$$

17-9

$$\begin{array}{r} 17\frac{3}{4} \\ 14\frac{2}{3} \\ \hline 32\frac{5}{12} \\ 2 \\ \hline 64\frac{5}{6} \\ 6\frac{1}{6} \\ \hline 389 \end{array}$$

$$\begin{array}{r} 14\frac{2}{3} \\ 17\frac{3}{4} \\ \hline 14\frac{2}{3} \\ 32\frac{5}{12} \\ 2 \\ \hline 64\frac{5}{6} \\ 6 \\ \hline 389 \end{array}$$

$$\begin{array}{r} 389 \\ 35- \\ \hline 1945 \\ 1167 \\ \hline 13615 \end{array}$$

$$\frac{5}{6} - \frac{2}{3}$$

$$\frac{15}{18} - \frac{12}{18} = \frac{3}{18} = \frac{1}{6}$$

$$\frac{7}{24} - \frac{5}{6}$$

$$\frac{24}{6} \div \frac{44}{7} = \frac{42}{144} - \frac{120}{124}$$

$$\begin{array}{r} 3\frac{1}{3} \\ 23\frac{1}{3} \\ 2 \\ \hline 46\frac{2}{3} \end{array}$$

$$\begin{array}{r} 5\frac{1}{4} 3\frac{1}{3} \\ 4 \\ \hline 21 \quad 10 \quad 4 \\ 4 \quad 3 \quad 1 \\ \hline 210 = 70 \end{array}$$

$$\begin{array}{r} 3\frac{1}{3} \\ 2 \\ \hline 6\frac{2}{3} \\ 164\frac{5}{6} \\ 6\frac{2}{3} \\ \hline 1058\frac{1}{6} \\ 46\frac{2}{3} \\ 70 \\ \hline 174\frac{5}{6} \end{array}$$

$$3\frac{5}{6}$$

$$\begin{array}{r} 3\frac{2}{3} \\ 8 \\ \hline 29\frac{1}{3} \\ 3 \\ \hline 16146\frac{2}{3} \end{array}$$

$$16146\frac{2}{3} (9\frac{1}{6})$$

$$\begin{array}{r} 16-6 \\ 20-0 \\ \hline 36-6 \\ 9-6 \\ \hline 18-3 \\ 18-6 \end{array}$$

$$\begin{array}{r} 6-8 \\ 4-5 \\ \hline 26-8' \\ -4'' \end{array}$$

$$\begin{array}{r} 16-6 \\ 20-0 \\ \hline 36-6 \\ 9-6 \\ \hline 328-6' \\ 18-3 \end{array}$$

$$\begin{array}{r} 16\frac{1}{2} \\ 20 \\ \hline 36\frac{1}{2} \\ 9\frac{1}{2} \\ \hline 73 \times 19 \\ 2 \quad 2 \\ \hline 41382 \\ 346 \end{array}$$

$$\frac{8}{3} \div \frac{16}{48} = \frac{8}{48} = \frac{1}{6}$$

$$\begin{array}{r} 324 \\ 4 \\ \hline 12328 \end{array}$$

$$\begin{array}{r} 1219 \\ 18-3 \end{array}$$

$$\begin{array}{r} 12154 \\ 4-6 \end{array}$$

$$\begin{array}{r} 31040-3 \\ 346-2-3'' \end{array}$$

$$\begin{array}{r} 162 \\ 20 \\ \hline 362 \\ 2 \\ \hline 73 \\ 9\frac{1}{2} \\ \hline 657 \\ 362 \\ \hline 6932 \end{array}$$

$$\begin{array}{r} 162 \\ 20 \\ \hline 330 \\ 6932 \\ \hline 341\frac{1}{6} \\ 90 \\ \hline 251\frac{1}{6} \text{ ft } 3 \text{ in} \end{array}$$

$$\begin{array}{r} 12138 \\ 36-6 \end{array}$$

$$\begin{array}{r} 136 \\ 3 \\ \hline 216 \\ 121279 \\ 18+3 \end{array}$$

$$\begin{array}{r} 16-6 \\ 20-0 \\ \hline 36-6 \\ 2 \\ \hline 73 \\ 9-6 \end{array}$$

$$\begin{array}{r} 2 \\ 12 \\ \hline 12127 \\ 2-3 \\ \hline 16-6 \\ 20 \end{array}$$

$$\begin{array}{r} 657 \\ 36-6 \\ \hline 693.6 \end{array}$$

$$\begin{array}{r} 31023-6 \\ 341 \end{array}$$



1835

35

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3505

64225

6083 1/3

8250

192675

18250

911700

91250

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91250

132500

127750

76185

315

380923

76185

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7239982/75

73/239982 (3287)

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209

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1.50

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61756

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Edwin Rudlong

John D

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$260\frac{1}{3}$   $9/200$   $228/19$   $8 + \frac{1}{3} + \frac{25}{27} + \frac{5}{16} + \frac{251}{432}$   
 $146\frac{2}{3}$   $70\frac{2}{3}$   $9377$   $54$   
 $418/9$   $25$

$203$   
 $82$   
 $228/9$   
 $\$10.47$   $8/9$   
 $96$   
 $5.83\frac{1}{3}$   
 $1.80$   $23/27$   
 $5.50$   $5/12$   
 $7.41$   $25/48$   
 $32.02$

$9/216$   $27/216(8$   $16/216(13$   
 $24$   $216$   $23$   $16$   $65$   
 $72$   $184$   
 $184$   $54/216(4$   
 $834$   $216$   $251$   
 $1004$   $1004$   
 $216/1370$   
 $1296$   
 $53$   
 $216$

$18/216(12$   
 $18$   $7$   
 $2$   $84$

New Bedford

New Bedford Boot & Shoe Manufacturing

$260\frac{1}{3}$   
 $46\frac{2}{3}$   
 $435\frac{1}{6}$   
 $9/350$   $5/8$   
 $3823/24$   
 $25$   
 $190$   
 $723$   $23/24$   
 $46$   
 $85/8$   
 $69$   $69$   $= 23$   
 $8$   $72$   $24$   
 $23$   
 $25$   
 $125$

Hill & Goodman

Melendy & Stewart

R. B. R.

$24/57$   $5(23$   
 $48$   
 $95$   
 $72$   
 $23$   
 $24$

097374

$8\frac{1}{9}$   $\frac{1}{3}$   $\frac{1}{2}$   $\frac{5}{16}$   $\frac{7}{8}$   $9/216$   
 $24$

$10/216(1$   
 $9.73$   $5 + \frac{2}{3}$   
 $15 + \frac{16}{4} = \frac{31}{24}$

$96$   
 $5.83\frac{1}{3}$   
 $3.25$   $9/15$   
 $508$   $3/48$   
 $7.41$   $7/8$   
 $32.26$

$23 + \frac{1}{3}$   $8$   $31$   $17$   
 $24$   $3$   $15$   $48$   $8$   
 $9$   
 $23$   
 $207$   
 $72$







R M S Budlong  
New Bedford  
Mass

Ambrose Perry Budlong  
New Bedford Boot & Shoe Manufactory  
New Bedford New Bedford  
Hills & Goodman Hartford  
J. Wells & Sons  
G. Samkin

973 <sup>23</sup> / <sub>24</sub>	$\frac{23}{24} + \frac{1}{3} + \frac{8}{9} + \frac{3}{4} + \frac{13}{27}$
3.84	
5.83 <sup>1</sup> / <sub>3</sub>	24/216
180 <sup>8</sup> / <sub>9</sub>	9+23=207
5.08 <sup>3</sup> / <sub>4</sub>	24+8=72
7.41 <sup>13</sup> / <sub>27</sub>	192
	54+3=162
33.69 <sup>89</sup> / <sub>216</sub>	8+13=104
3 <sup>89</sup> / <sub>216</sub>	216/216(8
	216
\$33.72 <sup>89</sup> / <sub>216</sub>	556
	1310 11
	216)737(3 <sup>89</sup> / <sub>216</sub>
	648
	89/216

44.76  
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89.73.  
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97.29  
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62.74  
89.98  
43.12  
16.43.  
37.62  
11953 8

New Bedford  
Boot & Shoe Manufactory  
J E Boston  
Mass  
Esculapian  
M S Budlong  
New Bedford  
Mass  
John W Cornell  
Pres.  
G L George  
C M Pierce Jr.







132651/5  
125000  
132651/51  
125

5  
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308160 1997783

1997783

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360 1/20 + 1/40 + 1/75 = 53/600  
4 4 8 15  
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308160 2197783

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3:6:1:4

27 216  
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4:0:2:43

343  
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53 600 112m

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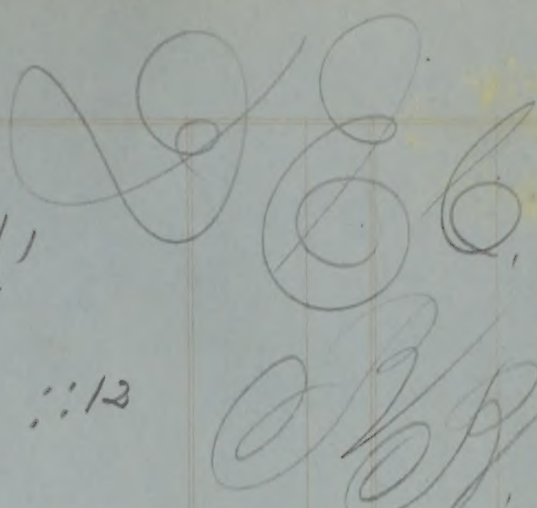


$$\begin{array}{r} 12 \\ 60 \\ 60 \overline{) 72} (1 \\ 60 \\ \hline 12 \end{array}$$



$$\begin{array}{r} 55.5 : 12 \\ 55 \overline{) 60} (1 \\ 55 \\ \hline 5 \end{array}$$

$$\begin{array}{r} 12 \\ 52 \\ 55 \overline{) 66} (1 \\ 55 \\ \hline 11 \end{array}$$



$$15 \frac{1}{2} : 12$$

$$\begin{array}{r} 560 \\ 300 \overline{) 5} \\ 275 \\ \hline 25 \\ 60 \\ 155 \overline{) 0} (1 \\ 110 \\ \hline 450 \end{array}$$

$$: 12$$

$$\begin{array}{r} 65 \overline{) 72} (1 \\ 65 \\ \hline 7 \\ 60 \\ \hline 420 \end{array}$$

$$: 12$$

$$\begin{array}{r} 36 \\ 18 \\ \hline 288 \end{array} \quad \begin{array}{r} 18 \\ 30 \\ \hline 540 \end{array}$$
$$\begin{array}{r} 36 \\ 9 \overline{) 540} \\ 36 \\ \hline 180 \\ 120 \end{array}$$

$$\begin{array}{r} : 12 \\ 5 \\ 65 \\ 55 \\ \hline 10 \\ 60 \end{array}$$

$$\begin{array}{r} 1-5-273 \\ 60 \\ 65 \\ 60 \end{array}$$

$$\begin{array}{r} 3900 \\ 273 \end{array}$$

$$\begin{array}{r} 6 \overline{) 3927} (3 \\ 11 \overline{) 12} \end{array}$$

$$11 : 11 : 12$$

$$3700 \quad 1 \frac{1}{2}$$

$$55 : 55 : 7200$$

$$\begin{array}{r} 36000 \\ 600 \\ 46 \\ 28 \\ 74 \\ 2 \\ 148 \\ 25 \\ 740 \\ 296 \end{array}$$

$$\begin{array}{r} 11 \overline{) 60} (5 \\ 55 \\ 5 \\ 60 \\ 300 \overline{) 27} \\ 22 \\ 80 \\ 77 \\ 3 \end{array}$$

$$3706 \quad 2$$

$$\begin{array}{r} 64 \overline{) 1728} (27 \\ 128 \\ 448 \\ 448 \end{array}$$

$$\begin{array}{r} 296 \\ 3700 \\ 1 \frac{1}{2} \end{array}$$

$$\begin{array}{r} 3700 \\ 3694 \\ 184 \end{array}$$

$$\begin{array}{r} 148 \\ 06 \\ \hline 142 \\ 25 \\ \hline 710 \\ 284 \\ \hline 3550 \\ 1775 \\ \hline 5325 \\ 27 \end{array}$$

$$\begin{array}{r} 65 \overline{) 72} (1 \\ 65 \\ \hline 7 \end{array}$$

$$\begin{array}{r} 3700 \\ 1850 \\ 5550 \\ 27 \end{array}$$

$$\begin{array}{r} 37275 \\ 10650 \\ \hline 43775 \end{array}$$

$$\begin{array}{r} 240 \overline{) 191} \\ 6910 \overline{) 870} \end{array}$$



*Hon Samuel R. Locke*



# 1866 Greenland

Log of John A B u d l o n g

Black Eagle

New Bedford of 1866 and 1867

John Merry

Francis McJannet

William Ross

Isaac Pool

William Parker

Edward Macomber

Charles Carr

William Burden

James E Fuller

William Lucas

John Moore

Gerard Schandorf

George Brooke

Wick Slipp

Foremost Hannels

Officers & Captain

Charles White & Mate

Charles Leaso & Second Mate

Martin Miller & Third Mate

Charles Wood

Boat Headers

William Ross

John Freeman

William Parker

Edward Macomber



1866  
John A Budlong April 21<sup>st</sup> 1866

Saturday 21<sup>st</sup>  
Sailed from the port of  
New Bedford foggy came to  
anchor under pilot boat  
went up to New Bedford and  
carried up the passengers

Sunday April 22<sup>nd</sup>  
got under way at 7 came to  
anchor and on account of thick  
fog got under way next morning  
with clear weather and a fair  
win for Revere Bay

Monday April 23<sup>rd</sup>  
Win N.W. rather squally  
reefed topsails at night

Tuesday April 24<sup>th</sup>  
Sailed to fall day in the gulf  
stream all day squally with a  
heavy sea on

Wednesday April 25<sup>th</sup>  
Fine weather made all sail at  
sunrise got the lines ready for  
whaling began to rain towards night

Thursday April 26<sup>th</sup>  
Win S.W. rather squally thick fog  
began to rain towards night under  
close reef topsails

Friday April 27<sup>th</sup>  
Win S.E. squally and rainy  
under single reef topsails raised a sail

Saturday April 28<sup>th</sup>  
Win S.E. squally and rainy got the boats  
ready to bore

Sunday April 29<sup>th</sup>  
Win N.W. all sail set raised  
a Brig bound to Frisco



1866

227

John A. Budlong Log of the Black Eagle, Repulse Bay

Monday April 30<sup>th</sup>  
Win N.W. Clear and pleasant  
rigged the cutting gear

Tuesday May 1<sup>st</sup>  
Win S.W. Set up the main rigging  
broke out after hole

Wednesday May 2<sup>nd</sup>  
Win S. E. Clear and pleasant broke  
out the main hole

Thursday May 3<sup>rd</sup>  
Win S.W. Cloudy blowing a gale of  
win under the wing the main  
top sail

Friday May 4<sup>th</sup>  
Win N.W. Clear and pleasant  
broke out two lines

Saturday May 5<sup>th</sup>  
Win N.W. Very warm Set up rigging  
blowed a gale of win that night

Sunday May 6<sup>th</sup>  
Win S. E. Pleasant and warm

Monday May 7<sup>th</sup>  
Win S. Pleasant and warm  
all sail out

Tuesday May 8<sup>th</sup>  
Win S. Pleasant and warm raised  
B. fin back

Wednesday May 9<sup>th</sup>  
Win N.W. raised a school of grey whales

Thursday May 10<sup>th</sup>  
Win S.W. Set up the main top sail rigging  
raised an iron B. by

Friday May 11<sup>th</sup>  
Win S. Cloudy and cold



1866

John A B udlong log of the Black Eagle New Bedford  
Saturday May 12<sup>th</sup>  
Win. W. Pleasant and hot

Sunday May 13<sup>th</sup>  
Win. S. E. Sailed to all day  
raised a sail towards night

Monday May 14<sup>th</sup>  
Win. S. Pleasant and warm

Tuesday 15<sup>th</sup>  
Win. W. Rather squally

Wednesday May 16<sup>th</sup>  
Win. S. E. raised two sails in  
the morning

Thursday 17<sup>th</sup>  
Win. W. Fine weather raised a  
brig at sun set

Friday May 18<sup>th</sup>  
Win. W. Fine day

Saturday May 19<sup>th</sup>  
Win. S. W. Cloudy raised a sail

Sunday May 20<sup>th</sup>  
Win. W. Fine day

Monday 21<sup>st</sup>  
Win. W. Pleasant and cool

Tuesday 22<sup>nd</sup>  
Win. S. E. Pleasant and warm

Wednesday 23<sup>rd</sup>  
Win. S. Fine day

Thursday 24<sup>th</sup>  
Win. S. Cloudy and  
cold



1866

229

John A. B. Adlong log of Black Eagle New Bedford / 866

Thursday 25<sup>th</sup>

Win S. W. cloudy have got out in the pantry

Friday 26<sup>th</sup>

Win S. W. B. in sight

Saturday 27<sup>th</sup>

Win S. W. cloudy dead calm

Sunday 28<sup>th</sup>

Win S. W. fine day 5 sails in sight

Monday 29<sup>th</sup>

Win S. W. gained 2 ships to day

Tuesday 30<sup>th</sup>

Win S. W. gained the Concordia and Connelian

Wednesday 31<sup>st</sup>

Win S. W. chased black fish got 2 made 10 barrels

Thursday June 1<sup>st</sup>

Win S. raised a large school of sperm whales lowered got 1 which made 8 barrels

Friday June 2<sup>nd</sup>

Win S. W. fine day

Saturday June 3<sup>rd</sup>

Win S. W. heavy gale of rain under close reef top sails

Sunday June 4<sup>th</sup>

cloudy rained all day sail in sight

Monday June 5<sup>th</sup>

Win S. W. Pleasant trying out

Tuesday June 6<sup>th</sup>

Pleasant day trying out



1866

John A. B. Adlong Log of Black Eagle New Bedford

Thursday June 7<sup>th</sup>  
Win N. W. Breaking out and  
stowing down

Friday June 8<sup>th</sup>  
Win N. E. Cloudy calm

Saturday June 9<sup>th</sup>  
Win N. W. Finish stowing down 85  
barrels of oil

Sunday June 10<sup>th</sup>  
Win E. Cloudy all sail set

Monday June 11<sup>th</sup>  
Win S. W. Lowered for billers

Tuesday June 12<sup>th</sup>  
Win S. W. raised a school of black  
fish & thick fog

Wednesday June 13<sup>th</sup>  
Win N. W. Pleasant steering N. by E

Thursday June 14<sup>th</sup>  
Win S. E. rained all day got 1 porpois

Friday June 15<sup>th</sup>  
Win S. W. foggy raised 16 umph backs

Saturday June 16<sup>th</sup>  
Win E. cold and foggy



1866

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John A. Budlong Log of Black Eagle Lake - Bedford

Sunday June 17<sup>th</sup>  
Win. S. W. Clear and cold

Monday June 18<sup>th</sup>  
Win. S. W. I put up the cross  
nest

Tuesday 19<sup>th</sup>  
Win. N. W. Cloudy

Wednesday 20<sup>th</sup>  
Win. S. W. Cloudy and cold

Thursday June 21<sup>st</sup>  
Win. N. W. Cloudy fair win

Friday June 22<sup>nd</sup>  
Win. N. W. raised whales and ice  
snowed all day

Saturday June 23<sup>rd</sup>  
fair Win. E. S. hush down mast  
steering N. W. E

Sunday June 24<sup>th</sup>  
Win. N. E. Cloudy raised a school  
of gray whales

Monday June 25<sup>th</sup>  
Win. N. E. Cloudy and cold saw  
plenty of ice

Tuesday June 26<sup>th</sup>  
Win. N. W. Cloudy and cold all sail  
set

Friday June 27<sup>th</sup>  
Win. S. W. I lowered the boats for gray

Saturday June 28<sup>th</sup>  
Win. N. E. I raised resolution island

Sunday 29<sup>th</sup> raised the barbs  
Chorn King, Star



1866

John A. Bredlong Log of the Black Eagle Men A  
Monday July 29<sup>th</sup>  
Wind E. fast in the ice of resolution  
carried away our cut water

Tuesday 30<sup>th</sup>  
Pleasant laid in the ice all day

Wednesday July 31<sup>st</sup>  
Made sail at noon clear water ahead

Thursday July 2<sup>nd</sup>  
Clear of lower Savage's lands  
best of land clear

Friday July 3<sup>rd</sup>  
Cold in sight of upper Sagayeh

Saturday July 4<sup>th</sup>  
Working through the ice

Sunday July 5<sup>th</sup>  
fast in the ice thousands and acres  
of ice in sight

Monday July 6<sup>th</sup>  
cloudy fast in the ice

Tuesday July 7<sup>th</sup>  
Georg pulling the ship through  
the ice

Wednesday July 8<sup>th</sup>  
Clear and cold fast to the ice

Thursday July 9<sup>th</sup>  
Cloudy got under way at noon

Friday July 10<sup>th</sup>  
Cloudy stuck to the ice all day

Saturday July 11<sup>th</sup>  
Clear and a dead calm  
towed ship



1866

233

John A. Buckley. Log of the Black Eagle New Bedford

Sunday July 12<sup>th</sup>  
 Gid up to the ice with a dead  
 balm

Monday July 13<sup>th</sup>  
 Cloudy tide up to the ice

Tuesday July 14<sup>th</sup>  
 Fair win got under way at noon

Wednesday July 15<sup>th</sup>  
 Stormy anchor in the ice saws weighing  
 from 12 to 1500 pounds (bairs)

Thursday July 16<sup>th</sup>  
 Heavy storm & storm  
 tide up to the ice

Friday July 17<sup>th</sup>  
 Good ship in sight of the upper  
 Savage is lands

Saturday July 18<sup>th</sup>  
 Cloudy and cold beat 18 miles to windard

Sunday July 19<sup>th</sup>  
 Cloudy head win beating up close under  
 land

Monday July 20<sup>th</sup>  
 beating up under land with a stiff breeze

Tuesday July 21<sup>th</sup>  
 fine day beat long to windard

Wednesday July 22<sup>nd</sup>  
 fair win & all Perry and the ill is lands in  
 sight saw one bow head

Thursday July 23<sup>rd</sup>  
 fine day close to east land

Friday July 24<sup>th</sup>  
 natives came off from shore to the  
 ship to trade



1866

John A. Rudlong log of Black & Eagle Star Bedford

Saturday July 25<sup>th</sup>  
betting up between the islands  
Plenty ice in sight

Sunday July 26<sup>th</sup>  
cloudy laid to all day with main  
yard back

Monday July 27<sup>th</sup>  
cloudy laid to of Trinidad island  
with the head win plenty ice in sight

Tuesday July 28<sup>th</sup>  
Pleasant fast to the ice plenty  
snow also in sight

Tuesday July 29<sup>th</sup>  
cloudy head win saw bow  
head

Wednesday July 30<sup>th</sup>  
cloudy and cold laid to in the ice shot 3  
white bears

Friday Aug 1<sup>st</sup>  
Pleasant tide up to the ice gamed all day

Saturday Aug 2<sup>nd</sup>  
fine day fast to the ice schooner coniles  
close to

Sunday Aug 3<sup>rd</sup>  
fine day got under way for  
for channel steering on the  
win with a smart breeze

Monday Aug 4<sup>th</sup>  
cloudy and cold got a fair win

Tuesday Aug 5<sup>th</sup>  
pleasant before it 3 sails in sight  
got up ching falls ready



1866

235

John A. Budlong log of the Black Eagle New Bedford

Wednesday Aug 6<sup>th</sup>  
Got our anchors ready to let go  
Schooner glacier in sight

Thursday Aug 7<sup>th</sup>  
Cloudy Schooner of our port beam  
blowing a gale of wind

Friday Aug 8<sup>th</sup>  
fine day heading W. half N in the  
repulse bay

Saturday Aug 9<sup>th</sup>  
Stormy in sight of Kings Cape

Sunday Aug 10<sup>th</sup>  
Cloudy heavy sea on

Monday Aug 11<sup>th</sup>  
Squally and cold of Wager river

Tuesday Aug 12<sup>th</sup>  
Squally and cold under close reef topsails

Wednesday Aug 13<sup>th</sup>  
Anchored in the repulse Bay with the steamer  
pioneer

Thursday Aug 14<sup>th</sup>  
pull down to Lopez's point

Friday Aug 15<sup>th</sup>  
Squally laid at Lopez's point all day

Saturday Aug 16<sup>th</sup>  
Cloudy went over to blue land

Sunday Aug 17<sup>th</sup>  
Saw 8 Whales got one made 40 barrels

Monday Aug 18<sup>th</sup>  
the glacier got one whale

Tuesday Aug 19<sup>th</sup>  
pulled down to morning star harbor  
18 miles



1866

John A. B. Walling log of the Black Eagle C. B.

Wednesday Aug 20<sup>th</sup>  
Went to see the natives

Thursday Aug 21<sup>st</sup>  
fine day

Friday Aug 22<sup>nd</sup>  
Armond shot 1 deer

Saturday Aug 23<sup>rd</sup>  
Mate got 1 made 35.

Sunday Aug 24<sup>th</sup>  
cut one whale in on the rocks towed  
the blubber to the ship & half was aboard

Mon. Aug 25<sup>th</sup>  
fine day every thing quiet

Tuesday Aug 26<sup>th</sup>  
chased 7 whales all day

Wednesday Aug 27<sup>th</sup>  
the bay is full of ice & half aboard

Thursday Aug 28<sup>th</sup>  
fine day all quiet

Friday Aug 28<sup>th</sup>  
fine day all quiet

Saturday Aug 29<sup>th</sup>  
fine day shot one deer

Sunday Aug 30<sup>th</sup>  
fine day got one whale made 91 barrels

Monday Aug 31<sup>st</sup>  
got 1 deer and 1 whale

Tuesday Sep 1<sup>st</sup>  
Sent down fore and main dgalbant  
yards got 2 bears towed a whale to  
the ship



1866

237

John A Budding log of Black Eagle New Bedford  
Saturday Sep 2<sup>nd</sup>  
arrived 2 ships next morning

Sunday Sep 3<sup>rd</sup>  
chased a whale 8 ours

Monday Sep 4<sup>th</sup>  
rainy, and cold

Tuesday Sep 5<sup>th</sup>  
cloudy and cold finished boiling out

Wednesday Sep 6<sup>th</sup>  
pleasant but cold snowed down

Thursday Sep 7<sup>th</sup>  
Pleasant bay full of ice

Friday Sep 8<sup>th</sup>  
Snowed and rained all day

Saturday Sep 9<sup>th</sup>  
Stormy and cold bay full of ice

Sunday Sep 10<sup>th</sup>  
Squally and cold bay full of ice

Monday Sep 11<sup>th</sup>  
Pleasant bay full of ice

Tuesday Sep 12<sup>th</sup>  
Squally all the captains went to hards to hammer

Wednesday Sep 13<sup>th</sup>  
Cloudy and cold bay full of ice

Thursday Sep 14<sup>th</sup>  
Cloudy and windy Stopped aboard ship

Friday Sep 15<sup>th</sup>  
Clear and cold We ate rum from from  
the reserves point to the ship for grub

Saturday Sep 16<sup>th</sup>  
We ate got one bear Weighed 1500 lbs



1866

John & B. Log of the Black Eagle New Bedford

Sunday Sep 14<sup>th</sup>  
Cloudy bay full of ice

Monday Sep 15<sup>th</sup>  
Mate got sum deer meat from the natives

Tuesday Sep 16<sup>th</sup>  
Pleasant pull up to sleepy point

Wednesday Sep 17<sup>th</sup>  
Pleasant furled the sails for <sup>the</sup> winter

Thursday Sep 18<sup>th</sup>  
Cloudy and cold got two deers

Friday Sep 19<sup>th</sup>  
Cloudy and cold bay full of ice

Saturday Sep 20<sup>th</sup>  
Cloudy and cold bay full of ice

Sunday Sep 21<sup>st</sup>  
Cloudy and cold all still bay full of ice

Monday Sep 22<sup>nd</sup>  
Mate cum aboard with 2 deers in his boat  
had to drag the boat over the ice the bay being  
full of ice

Tuesday Sep 23<sup>rd</sup>  
Cloudy I staid aboard that day

Wednesday Oct 1<sup>st</sup>  
Cloudy broke out after hole

Thursday Oct 2<sup>nd</sup>  
broke out after hole ship rose in

Friday Oct 3<sup>rd</sup>  
Clear and cold

Saturday Oct 4<sup>th</sup>  
Snowed all day raised ship



1866

239

John A. Bunting Log of the Black Eagle New Bedford

Monday Oct 3<sup>th</sup>  
Cloudy and snowy

Tuesday Oct 4<sup>th</sup>  
Clear and cool

Saturday Oct 7<sup>th</sup>  
Fine day got 2 boats loads of ice

Sunday Oct 8<sup>th</sup>  
Went ashore to cut ice for the winter

Monday Oct 9<sup>th</sup>  
Snowed all day

Tuesday Oct 10<sup>th</sup>  
Cloudy and cold

Wednesday Oct 11<sup>th</sup>  
Clear and cold

Thursday Oct 12<sup>th</sup>  
Turned the ships head to the Westward

Saturday Oct 13<sup>th</sup>  
Clear and cold heavy gale of W in

Sunday Oct 14<sup>th</sup>  
Fine day every thing quiet

Monday Oct 15<sup>th</sup>  
Clear and cold carried our boats ashore

Tuesday Oct 16<sup>th</sup>  
Fine day carried our rask ashore

Wednesday Oct 17<sup>th</sup>  
Clear and cold Blucher came down to day with his squaw and dog team and 43 deer

Thursday Oct 18<sup>th</sup>  
Fine day Blucher Cooper Second Mate Ed McComber John A. Bunting went deer hunting staid one week



1866

John A Rydlong log of Black Eagle Ct. B  
Friday Oct 19<sup>th</sup>  
had a dance aboard the B argue  
A nsel & ibles

Saturday Oct 20<sup>th</sup>  
got 3 loads of snow to bank ship

Sunday Oct 21<sup>st</sup>  
Pleasant 2 deg below zero

Monday Oct 22<sup>nd</sup>  
7 deg below zero

Tuesday Oct 23<sup>rd</sup>  
got 3 loads of snow to bank ship  
2 below zero

Wednesday Oct 24<sup>th</sup>  
16 deg below zero Shot 3 bears weighing 1600  
lbs each

Thursday Oct 25<sup>th</sup>  
Fine day down to zero

Friday Oct 26<sup>th</sup>  
Pleasant 4 deg below zero

Saturday Oct 27<sup>th</sup>  
A heavy snow storm 10 below zero

Sunday Oct 28<sup>th</sup>  
Heavy snow storm down to zero

Monday Oct 29<sup>th</sup>  
heavy snow storm bank ship

Tuesday Oct 30<sup>th</sup>  
Stormy bank ship

Thursday Oct 31<sup>st</sup>  
Pleasant I went to see the natives



1866

241

John A. B. Long log of Black Eagle New Bedford  
Friday Nov 1<sup>st</sup>  
Stormy and cold bank Ship

Saturday Nov 2<sup>nd</sup>  
Growing cold

Sunday Nov 3<sup>rd</sup>  
fine day banked Boats

Monday Nov 4<sup>th</sup>  
pleasant 1/2 below zero

Tuesday Nov 5<sup>th</sup>  
cloudy and cold bro's out tobacco

Wednesday Nov 6<sup>th</sup>  
foggy and cold got 1 load of ice

Thursday Nov 7<sup>th</sup>  
Very cold 1/2 below zero

Friday Nov 8<sup>th</sup>  
hall snow all day made 2 eagles

Saturday Nov 9<sup>th</sup>  
Banked Ship put log

Sunday Nov 10<sup>th</sup>  
4 below zero got 4 loads of snow

Monday Nov 11<sup>th</sup>  
Cold snowed all day

Tuesday Nov 12<sup>th</sup>  
got 2 loads of snow and 1 of ice

Wednesday Nov 13<sup>th</sup>  
pleasant got 4 loads of snow bank Ship

Thursday Nov 14<sup>th</sup>  
pleasant banked Ship

Friday Nov 15<sup>th</sup>  
2 below zero got 1 load of ice and 1 of snow



1866

John A. Buelling log of the Black Eagle New Bedford

Thursday Nov 16<sup>th</sup>  
Very cold 45 below zero

Friday Nov 17<sup>th</sup>  
Snowed all day

Saturday Nov 18<sup>th</sup>  
Cloudy and cold. Bucher has gone hunting

Sunday Nov 19<sup>th</sup>  
Banked Ship Starboard Side

Monday Nov 20<sup>th</sup>  
Cloudy and cold bank Ship stern

Tuesday Nov 23<sup>rd</sup>  
13 deg below zero got 1 load of ice

Wednesday Nov 24<sup>th</sup>  
35 below zero got 1 load of ice

Thursday 25<sup>th</sup>  
25 below zero got 1 load of zero

Friday Nov 26<sup>th</sup>  
pleasant 15 below got 1 load of ice

Saturday Nov 27<sup>th</sup>  
23 deg below got 1 load of ice

Sunday Nov 28<sup>th</sup>  
Pleasant 22 deg below

Monday Nov 29<sup>th</sup>  
pleasant 10 deg below

Tuesday 30<sup>th</sup> Nov  
Stormy and cold 22 deg below.

Wednesday Dec 1<sup>st</sup>  
Warm 12 deg below got 1 load of ice

Thursday Dec 2<sup>nd</sup>  
Stormy 12 deg below



1860

John & B. Budlong Log of the Black Eagle New Bedford

Friday Dec 3<sup>rd</sup>  
pleasant and cold 13 deg below

Saturday Dec 4<sup>th</sup>  
Pleasant and warm 12 below

Sunday Dec 5<sup>th</sup>  
He has apt got 1 load of ice 12 deg below

Monday Dec 6<sup>th</sup>  
Stormy and cold 15 deg below

Tuesday Dec 7<sup>th</sup>  
He has ant 12 below

Wednesday Dec 8<sup>th</sup>  
pleasant 17 deg above

Friday Dec 9<sup>th</sup>  
Cloudy 8 deg above

Saturday Dec 10<sup>th</sup>  
Cloudy and stormy snowed all day

Sunday Dec 11<sup>th</sup>  
Cloudy and stormy snowed all day 15 deg below

Monday Dec 12<sup>th</sup>  
Stormy blowed hard all day 15 below zero

Tuesday Dec 13<sup>th</sup>  
pleasant 18 deg below

Wednesday Dec 14<sup>th</sup>  
pleasant 18 deg below got 1 load of ice

Thursday Dec 15<sup>th</sup>  
Clear and cold 25 below

Friday Dec 16<sup>th</sup>  
Clear and cold 25 below got 1 load of ice

Saturday Dec 17<sup>th</sup>  
pleasant 18 deg below



1866

John A. Rudlong log of the Black Eagle New Bedford

Sunday Dec 18<sup>th</sup>  
pleasant 18 deg below

Monday Dec 19<sup>th</sup>  
pleasant and cold 29 deg below

Tuesday Dec 20<sup>th</sup>  
pleasant 26 deg below got 1 load of ice

Wednesday Dec 21<sup>st</sup>  
pleasant 30 deg below

Thursday Dec 22<sup>nd</sup>  
pleasant and cold 30 deg below

Friday Dec 23<sup>rd</sup>  
pleasant 39 deg below got 1 load of ice

Saturday Dec 24<sup>th</sup>  
pleasant 30 deg below

Sunday Dec 25<sup>th</sup>  
pleasant 23 deg below blue bu came with 1 load  
Deer off eat

Monday Dec 26<sup>th</sup>  
pleasant 10 deg below got 1 load of ice

Tuesday Dec 27<sup>th</sup>  
pleasant 45 deg below

Wednesday Dec 28<sup>th</sup>  
pleasant 22 deg below

Thursday Dec 29<sup>th</sup>  
pleasant 10 deg below

Friday Dec 30<sup>th</sup>  
pleasant 39 below got 1 load of ice

Saturday Dec 31<sup>st</sup>  
pleasant 45 deg below zero  
crabbers gon hunting



1867

1867

245

John A. B. Dudley log of the Black Eagle New Bedford

Sunday Jan 1<sup>st</sup>  
pleasant 0 deg below got 1 load of ice

Monday Jan 2<sup>nd</sup>  
pleasant 10 deg below

Tuesday Jan 3<sup>rd</sup>  
cloudy 12 deg below

Wednesday Jan 4<sup>th</sup>  
pleasant 30 deg below

Thursday Jan 5<sup>th</sup>  
pleasant 25 deg below

Friday Jan 6<sup>th</sup>  
cloudy 30 deg below Mate has returned from hunter

Saturday Jan 7<sup>th</sup>  
pleasant 10 deg below

Sunday Jan 8<sup>th</sup>  
pleasant 12 deg below

Monday Jan 9<sup>th</sup>  
pleasant 25 deg below got 1 load of ice

Tuesday Jan 10<sup>th</sup>  
pleasant 25 deg below

Wednesday Jan 11<sup>th</sup>  
blowing a gale of wind 10 deg below

Thursday Jan 12<sup>th</sup>  
cloudy 25 deg below

Friday Jan 13<sup>th</sup>  
pleasant 28 deg below

Saturday Jan 14<sup>th</sup>  
pleasant 28 below went after ice

Sunday Jan 15<sup>th</sup>  
pleasant 35 deg below went after Whale meat



1867

John A Bunting Log of the Black Eagle New Bedford

Wednesday Jan 10<sup>th</sup>  
pleasant 32 deg below

Thursday Jan 11<sup>th</sup>  
pleasant 32 deg below

Friday Jan 12<sup>th</sup>  
pleasant 35 deg below went after ice

Saturday Jan 13<sup>th</sup>  
Stormy 34 deg below

Sunday Jan 14<sup>th</sup>  
Cloudy 48 deg below went after ice

Monday Jan 15<sup>th</sup>  
pleasant 9 deg below

Tuesday Jan 16<sup>th</sup>  
pleasant 30 above went after ice

Wednesday Jan 17<sup>th</sup>  
Cloudy 16 below

Thursday Jan 18<sup>th</sup>  
Stormy 15 deg below

Friday Jan 19<sup>th</sup>  
Cloudy 19 above

Saturday Jan 20<sup>th</sup>  
Cloudy 8 deg above

Sunday Jan 21<sup>st</sup>  
Cloudy down to zero

Monday Jan 22<sup>nd</sup>  
Cloudy 25 deg below

Tuesday Jan 23<sup>rd</sup>  
blowing at gale of wind 30 deg below

Wednesday Jan 24<sup>th</sup>  
blowing at gale of wind 33 deg below

Thursday Jan 25<sup>th</sup>  
pleasant 40 deg below

Friday Jan 26<sup>th</sup>  
Cloudy 60 deg below



1867

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John A. Budlong Log of the Black Eagle New Bedford 1867

Saturday ~~Friday~~ Feb 1<sup>st</sup>  
Cloudy 20 deg belowSunday ~~Saturday~~ Feb 2<sup>nd</sup>  
pleasant 20 deg below went after iceMonday Sunday Feb 3<sup>rd</sup>  
blowing a gale of win went after iceTuesday ~~Monday~~ Feb 4<sup>th</sup>  
Stormy 12 deg belowWednesday Feb 5<sup>th</sup>  
Cloudy 30 deg belowThursday Jan 6<sup>th</sup>  
pleasant cold 39 deg below went after iceFriday Feb 7<sup>th</sup>  
pleasant 40 deg below Shipers went fishing for 5 daysSaturday Feb 8<sup>th</sup>  
Cloudy 30 deg belowSunday Feb 9<sup>th</sup>  
clear and cold 39 deg belowMonday Feb 10<sup>th</sup>  
Stormy 39 deg belowTuesday Feb 11<sup>th</sup>  
clear and cold 45 deg belowWednesday Feb 12<sup>th</sup>  
cloudy 40 below went after iceThursday Feb 13<sup>th</sup>  
pleasant 35 deg belowFriday Feb 14<sup>th</sup>  
Cloudy 29 deg below went after iceSaturday Feb 15<sup>th</sup>  
blowing a gale of win 12 deg below



1867

John A Bunting Log of the Black Eagle New Bedford 1867

Sunday Feb 16<sup>th</sup>  
blowing a gale of win 15 below

Monday Feb 17<sup>th</sup>  
Clear and cold 30 deg below

Tuesday Feb 18<sup>th</sup>  
Stormy 60 deg below

Wednesday Feb 19<sup>th</sup>  
heavy snow storm 83 deg below

Thursday Feb 20<sup>th</sup>  
heavy snow storm 28 deg below

Friday Feb 21<sup>st</sup>  
Cloudy 29 deg below went after ice

Saturday Feb 22<sup>nd</sup>  
pleasant 20 deg below went after ice

Sunday Feb 23<sup>rd</sup>  
Cloudy 22 deg below went after ice

Monday Feb 24<sup>th</sup>  
Cloudy 23 deg below had a ball aboard the  
and all fills had Esquimaux women for  
partners

Tuesday Feb 26<sup>th</sup>  
pleasant 4 deg below went after ice

Wednesday Feb 27<sup>th</sup>  
pleasant and cold 70 deg below

Thursday Feb 28<sup>th</sup>  
clear and cold 39 deg below went after ice



John A. B. Adlong Bay of the Black Eagle New Bedford  
Friday Mar 1<sup>st</sup>

Clear and cold 40 deg below

Saturday Mar 2<sup>nd</sup>

Clear and pleasant 25 deg below went after ice

Sunday Mar 3<sup>rd</sup>

Cloudy and cold 28 deg below

Monday Mar 4<sup>th</sup>

Snow storm 32 deg below blowing a living gale

Tuesday Mar 5<sup>th</sup>

Clear and cold 20 deg below went after ice

Wednesday Mar 6<sup>th</sup>

Clear and cold mates went sealing

Thursday Mar 7<sup>th</sup>

Cloudy 37 deg below went after ice

Friday Mar 8<sup>th</sup>

Cloudy 37 below blowing a gale of win

Saturday Mar 9<sup>th</sup>

Cloudy 1 deg below went after ice

Sunday Mar 10<sup>th</sup>

Pleasant 32 deg below had a game pris base on the ice

Monday Mar 11<sup>th</sup>

Cloudy 20 deg below

Tuesday Mar 12<sup>th</sup>

Blowing a living gale of win 1 deg below

Wednesday Mar 13<sup>th</sup>

Clear 70 deg below went after ice

Thursday Mar 14<sup>th</sup>

Cloudy 1 deg below

Friday Mar 15<sup>th</sup>

Snow storm 20 above



1867

John A Rudlong Secy of Black Eagle New Bedford

Saturday Mar 10<sup>th</sup>

Clear & day below began to clear away banking

Sunday Mar 11<sup>th</sup>

Cloudy 10 deg above

Monday Mar 12<sup>th</sup>

Clear 10 deg below began to clear away banking  
port side

Tuesday Mar 13<sup>th</sup>

10 deg below dug a trench on port side 15-ft  
wide 6 ft deep

Wednesday Mar 20<sup>th</sup>

2 deg below brot 9 casks from shore 1 load of ice

Thursday Mar 21<sup>st</sup>

10 deg above got 4 loads of casks 1 of ice

Friday Mar 22<sup>nd</sup>

2 deg above got 2 loads of casks 1 of ice

Saturday Mar 23<sup>rd</sup>

10 deg above heavy snow storm

Sunday Mar 24<sup>th</sup>

Clear 4 deg above got 2 loads casks 1 of ice

Monday Mar 25<sup>th</sup>

Clear 10 deg below got 2 loads casks 1 of ice

Tuesday Mar 26<sup>th</sup>

Clear 10 deg below got 2 loads casks 1 of ice

Wednesday Mar 27<sup>th</sup>

Clear 10 deg got 1 boat from shore

Thursday Mar 28<sup>th</sup>

Stormy blowed hard all day

Friday Mar 29<sup>th</sup>

Clear got 3 boats took down house

Saturday Mar 30<sup>th</sup>

10 deg below

Sunday Mar 31<sup>st</sup>

Cloudy snowing hard all day



1867

251

John A. B. and long Log of the Black Eagle New Bedford 1867

Monday April 1<sup>st</sup> St  
Snowed all day 20 deg above broke out after hole

Tuesday April 2<sup>nd</sup>  
Stormy 11 deg above broke out for and in hole

Wednesday April 3<sup>rd</sup>  
10 deg above dug a trench on port side went after ice

Thursday April 4<sup>th</sup>  
all clear for fixing outwater

Friday April 5<sup>th</sup>  
finish fixing outwater commence to stow down 10 deg above

Saturday April 6<sup>th</sup>  
20 deg below broke out slops

Sunday April 7<sup>th</sup>  
Clear and cold 20 deg above

Monday April 8<sup>th</sup>  
cloudy 29 below

Tuesday April 9<sup>th</sup>  
Stormy snowed all day 20 deg below

Wednesday April 10<sup>th</sup>  
Clear 10 below 3 men went to crabs point after a boat

Thursday April 11<sup>th</sup>  
pleasant 1 above got through stowing down

Friday April 12<sup>th</sup>  
pleasant 2 deg above clear out the run

Saturday April 13<sup>th</sup>  
pleasant 4 deg above washed out 10 casks

Sunday April 14<sup>th</sup>  
pleasant 10 deg below cleared lanes and irons



1864

John A. B. and Long Log of the Black Eagle New Bedford 1864

Friday April 13<sup>th</sup>

pleas ant 1 deg above

Saturday April 14<sup>th</sup>

We old got 4 lbs Bread ready for the floor whaling

Sunday April 15<sup>th</sup>

pleas ant 10 deg below went after ice

Monday April 16<sup>th</sup>

We hear 5 deg below went after ice

Tuesday April 17<sup>th</sup>

pleas ant 2 deg below went after ice

Wednesday April 18<sup>th</sup>

We hear 5 deg below painted the boats

Thursday April 19<sup>th</sup>

pleas ant 3 deg below went to blue land

Friday April 20<sup>th</sup> and

5 deg below played and towed 20 casks

Saturday April 21<sup>st</sup> and

10 below have our burning rigging

Sunday April 22<sup>nd</sup>

pleas ant 3 deg above went after ice

Monday April 23<sup>rd</sup>

6 deg above dried our sail and sum bear skins

Tuesday April 24<sup>th</sup>

2 deg above went up to Peters point

Wednesday April 25<sup>th</sup>

Sent up fore and main degalant sail

Thursday April 26<sup>th</sup>

Stormy 10 deg above

Friday April 27<sup>th</sup> Stormy 11 deg below

Saturday April 28<sup>th</sup> Stormy 9 below

Sunday April 29<sup>th</sup> Stormy 10 deg below







1864  
John A. B. Adlong Secy of the Black Eagle W. B.  
May 28<sup>th</sup>  
pleas ant wished bear skins

May 29<sup>th</sup>  
Stony got 1 fox

May 30<sup>th</sup>  
Second Mate has cum from hunting  
got 13 deers

May 31<sup>st</sup>  
Stony got 7 bears

June 1<sup>st</sup>  
got of 120 lbs water

June 2<sup>nd</sup>  
got ready for floor whaling

June 3<sup>rd</sup>  
I started for the floor

June 4<sup>th</sup>  
I reached the floor stop all night

June 5<sup>th</sup>  
I started for beachers point

June 6<sup>th</sup>  
I arrived at beachers point

June 7<sup>th</sup>  
Stony on beachers point

June 8<sup>th</sup>  
pleas ant ice running in

June 9<sup>th</sup>  
pleas ant bay full of ice

June 10<sup>th</sup>  
bay full of ice clear and cold



John C. B. Mullong Log of Black Eagle 1867

June 11<sup>th</sup>  
 Cloudy and cold ice going out the bay

June 12  
 Cloudy Started for Whale point

June 13<sup>th</sup>  
 Stormy blowing a gale of wind

June 14<sup>th</sup>  
 On our way for Whale point went 120 miles

June 15<sup>th</sup>  
 Pleasant saw school of white fish

June 16<sup>th</sup>  
 Pleasant and cold

June 17<sup>th</sup>  
 Stormy and cold

June 18<sup>th</sup>  
 Stormy bay full of ice

June 19<sup>th</sup>  
 Cloudy ice leaving the bay

June 20<sup>th</sup>  
 Stormy bay clear of ice

June 21<sup>st</sup>  
 Pleasant on our way for whale point

June 22<sup>nd</sup>  
 Ice broke up as far as the ships

June 23<sup>rd</sup>  
 Ice leaving the bay

June 24<sup>th</sup>  
 Pleasant

June 25<sup>th</sup>  
 Stormy We ate went hunting to all  
 5 deers



John A B mlongy day of the Black Eagle V.P. B / 867

June 26<sup>th</sup>  
Stormy 14 men went to fetch in the deer the  
mate & kill

June 27<sup>th</sup>  
Stormy and cold

June 28<sup>th</sup>  
Stormy and cold

June 29<sup>th</sup>  
Started for halls island got stop within  
8 miles ice stop us from going further

June 30<sup>th</sup>  
4 men started for the ship over the ice for  
grub

July 1<sup>st</sup>  
Stormy and cold

July 2<sup>nd</sup>  
dog team has run from the ship with grub

July 3<sup>rd</sup>  
Stormy and cold

July 4<sup>th</sup>  
pleasant dog team started for the ship  
the mate fired of a burn burn shell and 2  
burn lances

July 5<sup>th</sup>  
Clear and pleasant

July 6<sup>th</sup> Mate shot 3 dears

July 7<sup>th</sup> Clear and pleasant



John A. Rudlong Log of the Black Eagle N.B. 1867

8th Stormy blowing a gale of wind

July 9th Clear and pleasant 2 Mates came from Heale  
island to beach a point-

10th Stormy and Cold

July the 11th Cloudy and Cold

12th Mate went up to Heale's island

13th Clear and cold

July 14  
Clear and pleasant

July 15th  
Heavy gale from the S. yr

July 16th  
Stormy every thing quiet

July 17th  
Clear and cold

July 18th  
Stormy ice coming in the bay

July 19th  
Ice coming in the bay

July 20th  
Clear and cold

July 21st  
broke out ships slops

July 22nd  
Stormy bay full of ice

July 23  
Stormy bay full of ice

July 25th  
ice gone out the bay



1867

John A Biddleme Log of Black Eagle New Bedford

July 26<sup>th</sup>  
Stormy blowing a gale of wind

July 27<sup>th</sup>  
Stormy blowing a gale from N W

July 28<sup>th</sup>  
Bay full of ice <sup>and</sup>

July 29<sup>th</sup>  
Stormy and cold

July 30<sup>th</sup>  
Pleasant ice leaving the bay

July 31<sup>st</sup>  
Stormy bay full of ice

Aug 1<sup>st</sup>  
Copper and third mate went to pot point

Aug 2<sup>nd</sup>  
Stormy ice coming in the bay

Aug 3<sup>rd</sup>  
Cuddy went to peters point

Aug 4<sup>th</sup>  
Came to the ship

Aug 5<sup>th</sup>  
Stormy and cold

Aug 6<sup>th</sup>  
Left for marble island

Aug 7<sup>th</sup>  
on our way to blue land

Aug 8<sup>th</sup>  
Stormy and cold



John C. Budding Log of Black Eagle N.B. 1867

Aug 9<sup>th</sup>  
3 of the mate went shore to wayer river

Aug 10<sup>th</sup>  
The mate cum aboard from whale point

Aug 11<sup>th</sup>  
pleasant on our way to marble island

Aug 12<sup>th</sup>  
came in sight of marble island

Aug 13<sup>th</sup>  
Mate went shore on Marble island

Aug 14<sup>th</sup>  
Captain went shore

Aug 15<sup>th</sup>  
foggy broke out water

Aug 16<sup>th</sup>  
Third mate went shore on whale point

Aug 17<sup>th</sup>  
pleasant turn from S. W. Saw 1 whale

Aug 18<sup>th</sup>  
Stormy turn W. 4 sails in sight

Aug 19<sup>th</sup>  
Strong breeze from S. E. saw 1 whale

Aug 20<sup>th</sup>  
Stormy breeze from S. E. came in sight 6 hawks is

Aug 21<sup>st</sup>  
pleasant lite win from S. E.

Aug 22<sup>nd</sup>  
Stored down 40 lbs salt water and  
gained the glacier win W. E. left the marble  
island for home



1867

John A. B. udlong Bay of the Black Eagle V<sup>2</sup>R

Aug 23<sup>rd</sup>  
lite winds from N. E.  
we new braces and sent down cutting gear

Aug 24<sup>th</sup>  
lite winds from N. E. lost sight of the  
glacier

Aug 25<sup>th</sup>  
foggy strong breeze from N. W. going 7 knots

Aug 26<sup>th</sup>  
cloudy strong breeze from S. W.  
making 13 knots came in sight of Manchester  
island

Aug 27<sup>th</sup>  
stormy wind N. W. saw 11<sup>th</sup> hales of Manchester  
island

Aug 28<sup>th</sup>  
clouds strong breeze from N. W.

Aug 29<sup>th</sup>  
blowing a gale of wind from S. W.

Aug 30<sup>th</sup>  
strong wind N. W. all sail out making 10 knots

Aug 31<sup>st</sup>  
cloudy wind S. E. making 14 knots

Sep 1<sup>st</sup> clear lite winds from N. E.

Sep 2<sup>nd</sup>  
Wind from N. W. came in sightutton  
island.



John A. B. Adlong Log of Black Eagle 11 B 1867

Sep 3<sup>rd</sup>  
win N. W. Ship makes 10 not

Sep 4<sup>th</sup>  
cloudy the win is got round ahead

Sep 5<sup>th</sup>  
clear lite wins from N. W.

Sep 6<sup>th</sup>  
lite wins from N. W.

Sep 7<sup>th</sup>  
clear lite wins from S. W. &

Sep 8<sup>th</sup>  
Stormy

Sep 9<sup>th</sup>

Win N. W. making 10 not 30 m from cape race

Sep 10<sup>th</sup>

win S. W. 150 miles from cape race

Sep 11<sup>th</sup>

Stormy head win

Sep 12<sup>th</sup>

cloudy strong breeze from S. W.

Sep 13<sup>th</sup>

cloudy head W. ins from S. W.

Sep 14<sup>th</sup>

cloudy strong win from N. W.

Sep 15<sup>th</sup>

very lite wins from S. W.

Sep 16<sup>th</sup>

pleasant lite wins from S. W.



Mr Samuel R Locke 2<sup>nd</sup> Mate of  
Ship Helen Augusta

1867

John C Buellony Secy of Bark Eagle

Sep 17<sup>th</sup>

Sited residents were S. Yr

Sep 18<sup>th</sup>

on the 13<sup>th</sup> night of Sep 18<sup>th</sup> arrived  
anchored off Clark's point N Bedford

Gibson's Cove

Glaciers point

Conclars point

Gills point

Black Eagles point

Bueland

Stinkers point

Soopers point

Whale point

the end of the Secy of Bark Black  
Eagle of the voyage to green land

17 months 1866 and 1867













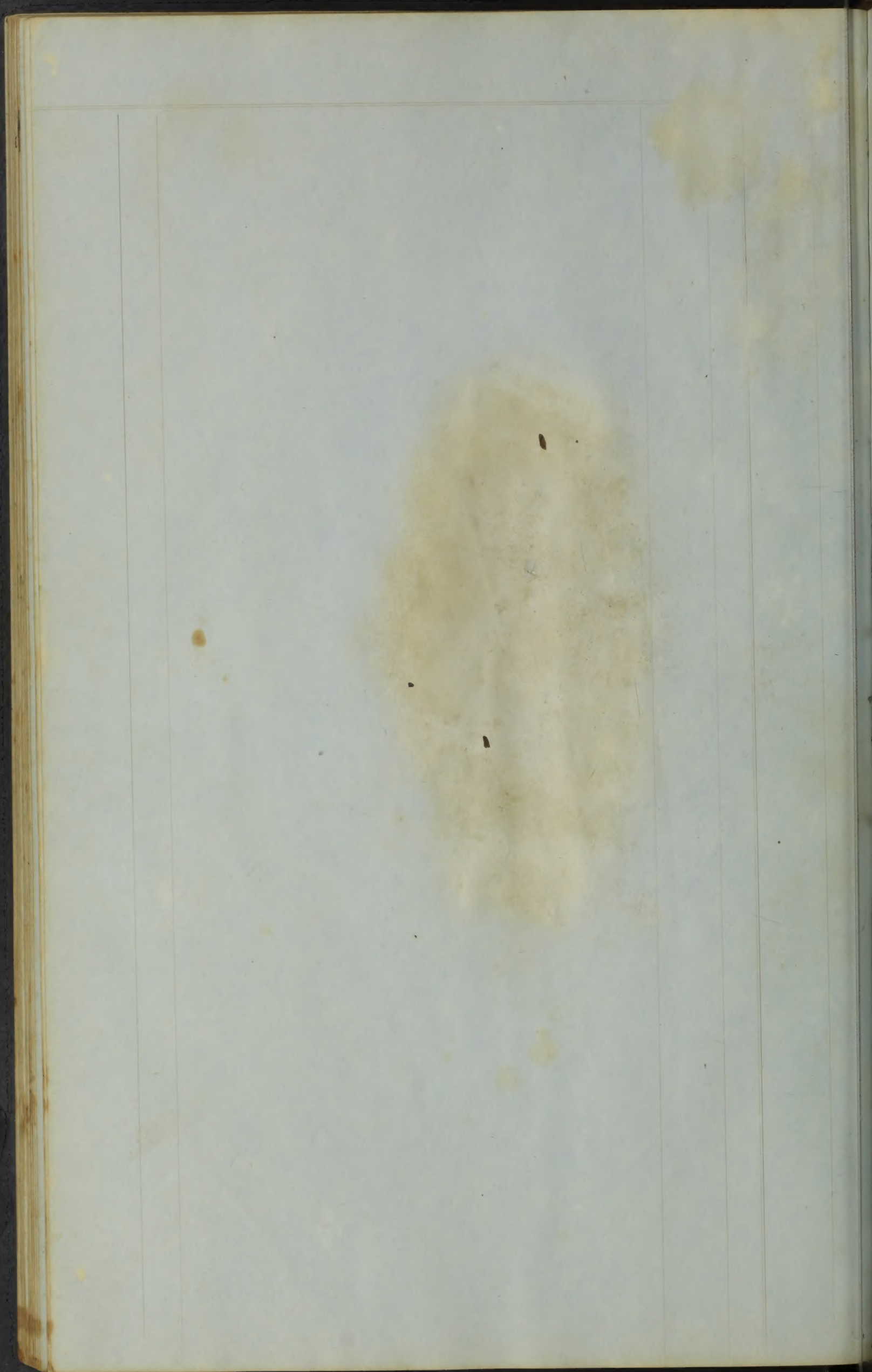




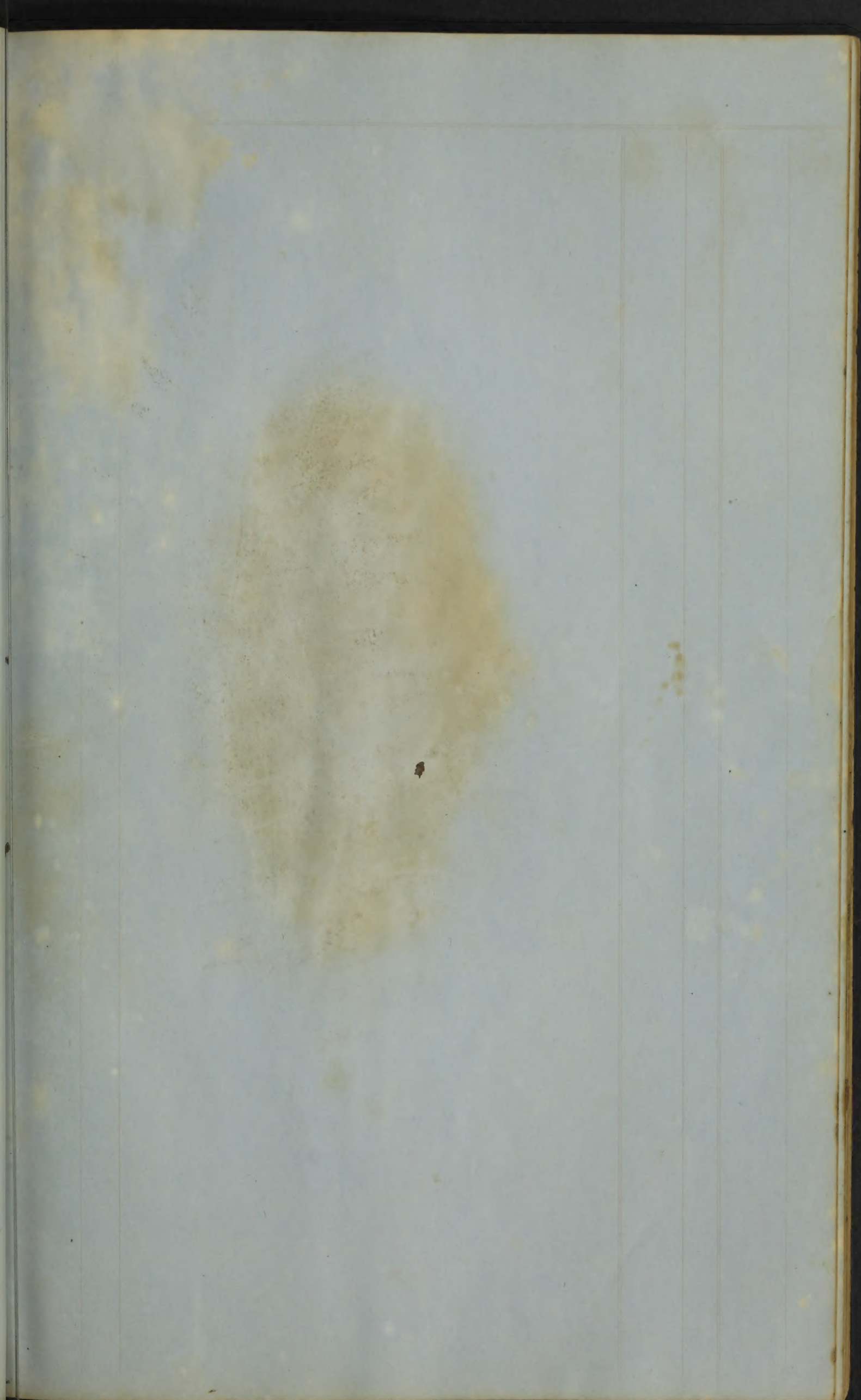














# Budlong

2	oolong tea	20
3	guts beans	24
2	tomachup catsup	50
2	twig butter	<del>64</del>
2	<del>bald headed tea</del>	<del>16</del>
2	bald headed butter	16
1	<del>anthracite coal</del>	500
1	anthracite coal	704



D. Kelley

53

lbs

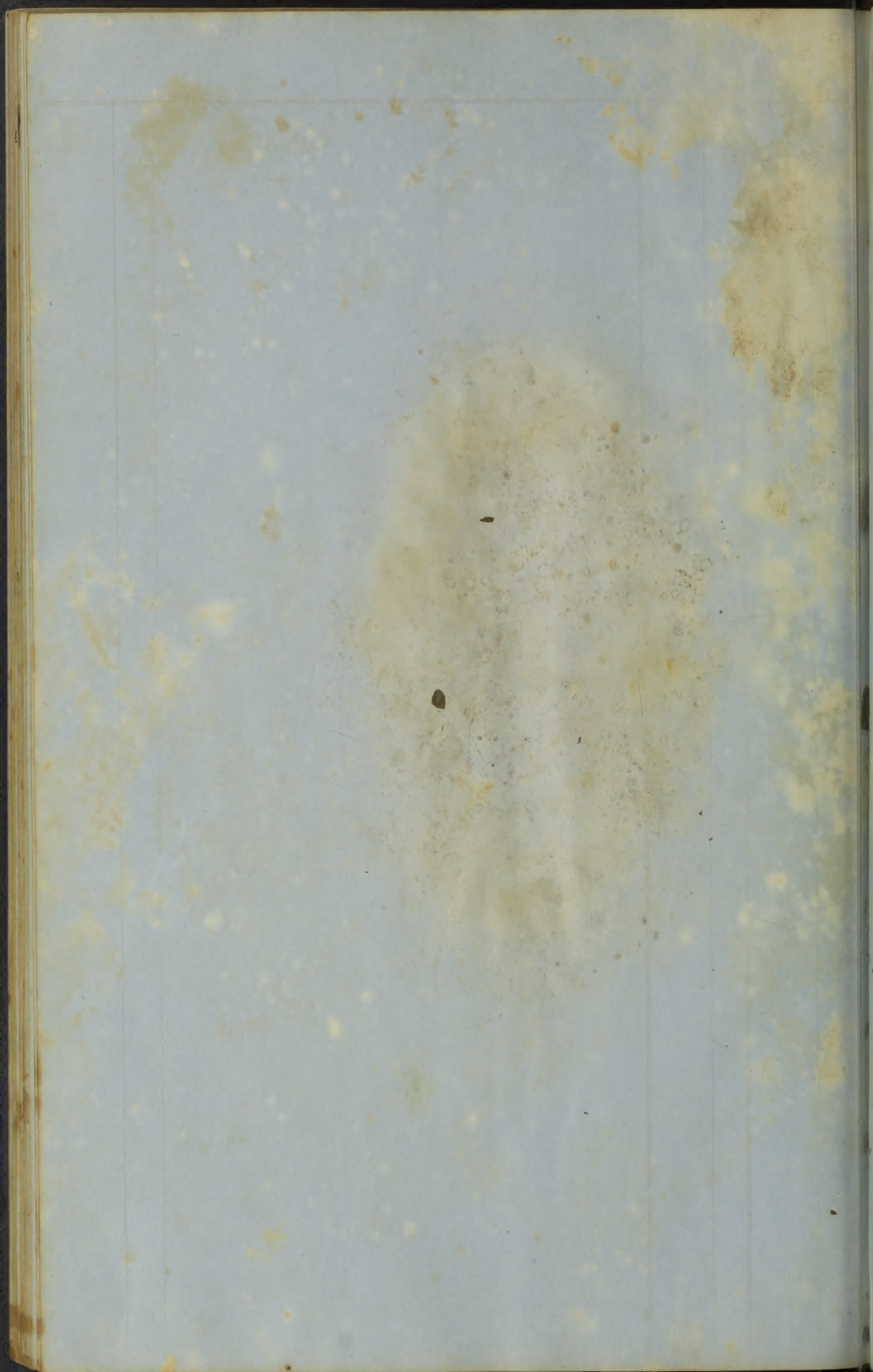




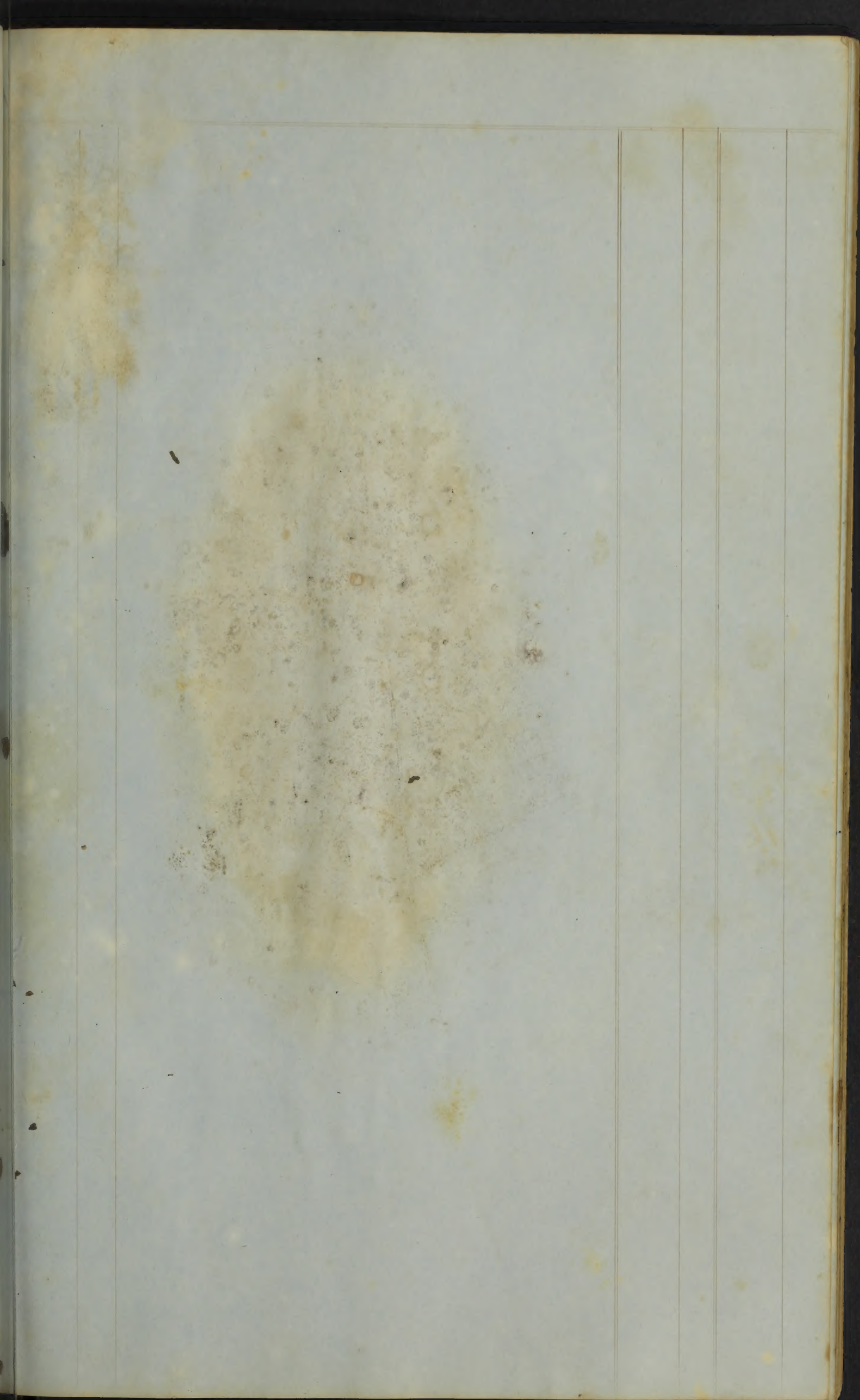














1-30

1-30

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2-60

~~1~~  
5-20

5-2

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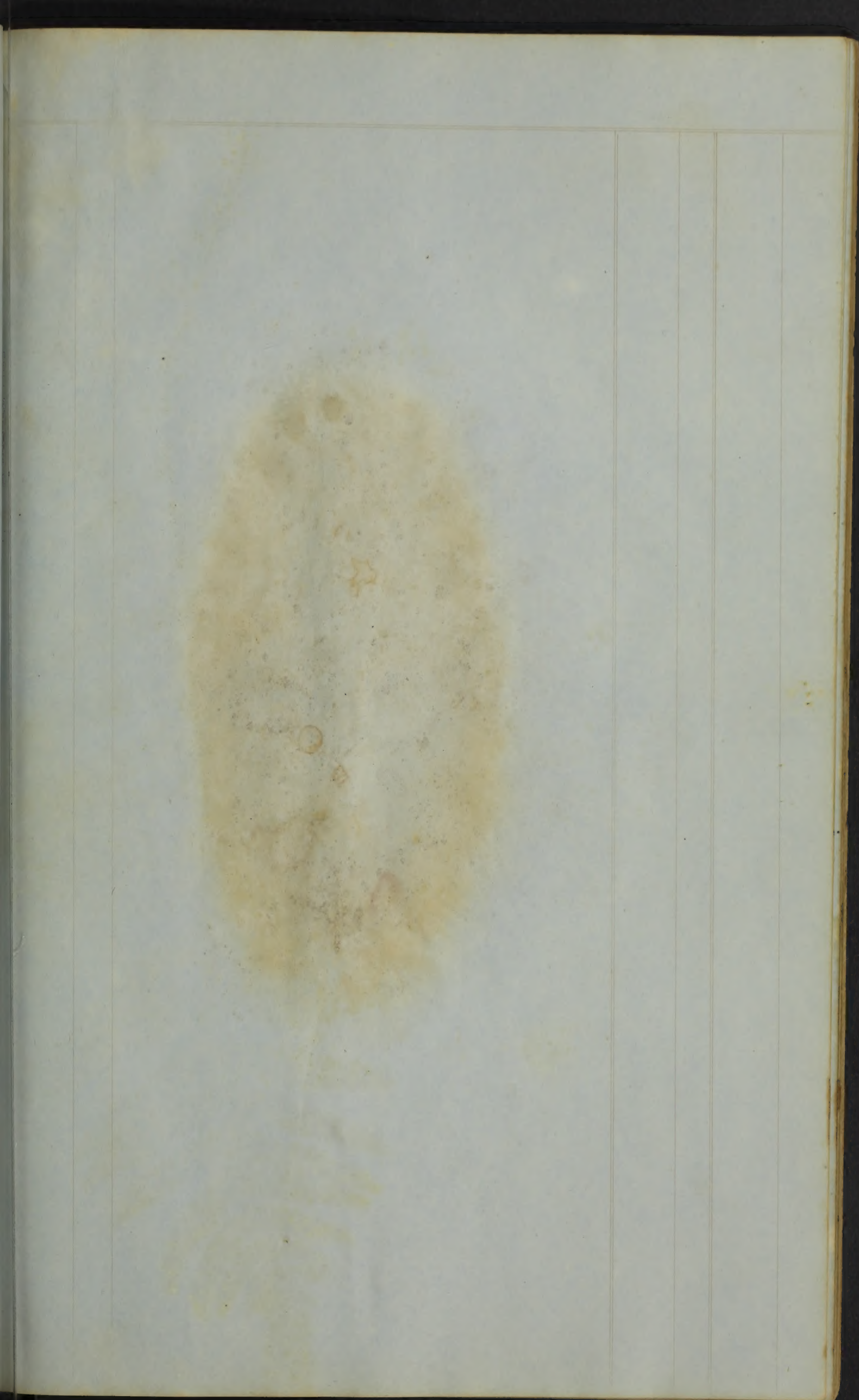












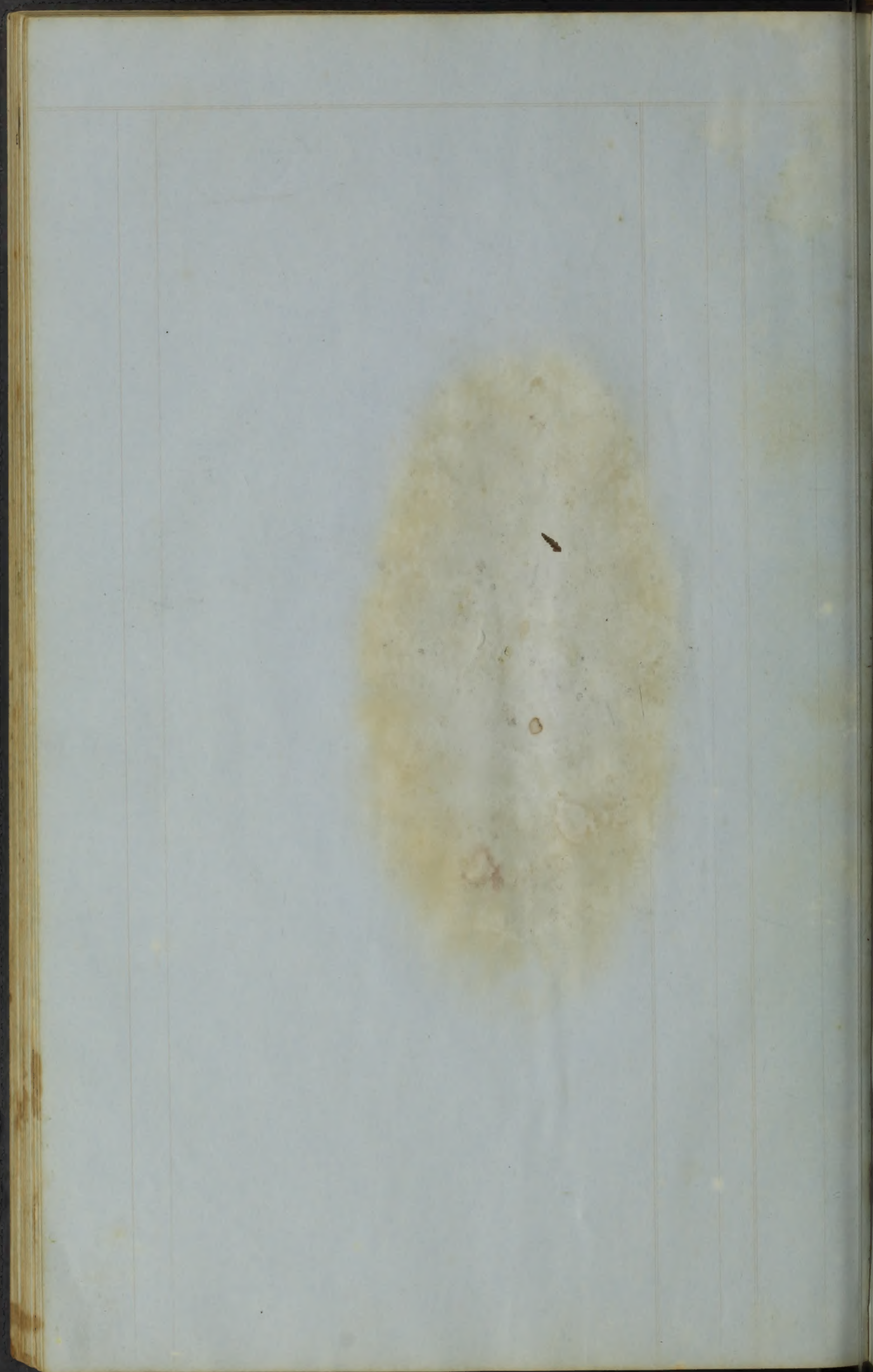














low. pk. next up  
 27 " 3 " 6 " 1  
 98

2777 " 0 " 5 " 0

Li. L. d. ~~far~~  
 17 " 6 " 4 " 1  
 360

18 " 0

8 | 637  
 7945

360  
 17

28  
 27  
 776  
 296

360

17

42360

2520

360

6120

18

613840

176

160

18

98

588  
 49

56  
 77

98

3

4274

5389

41

10360

30

360

41

360

157

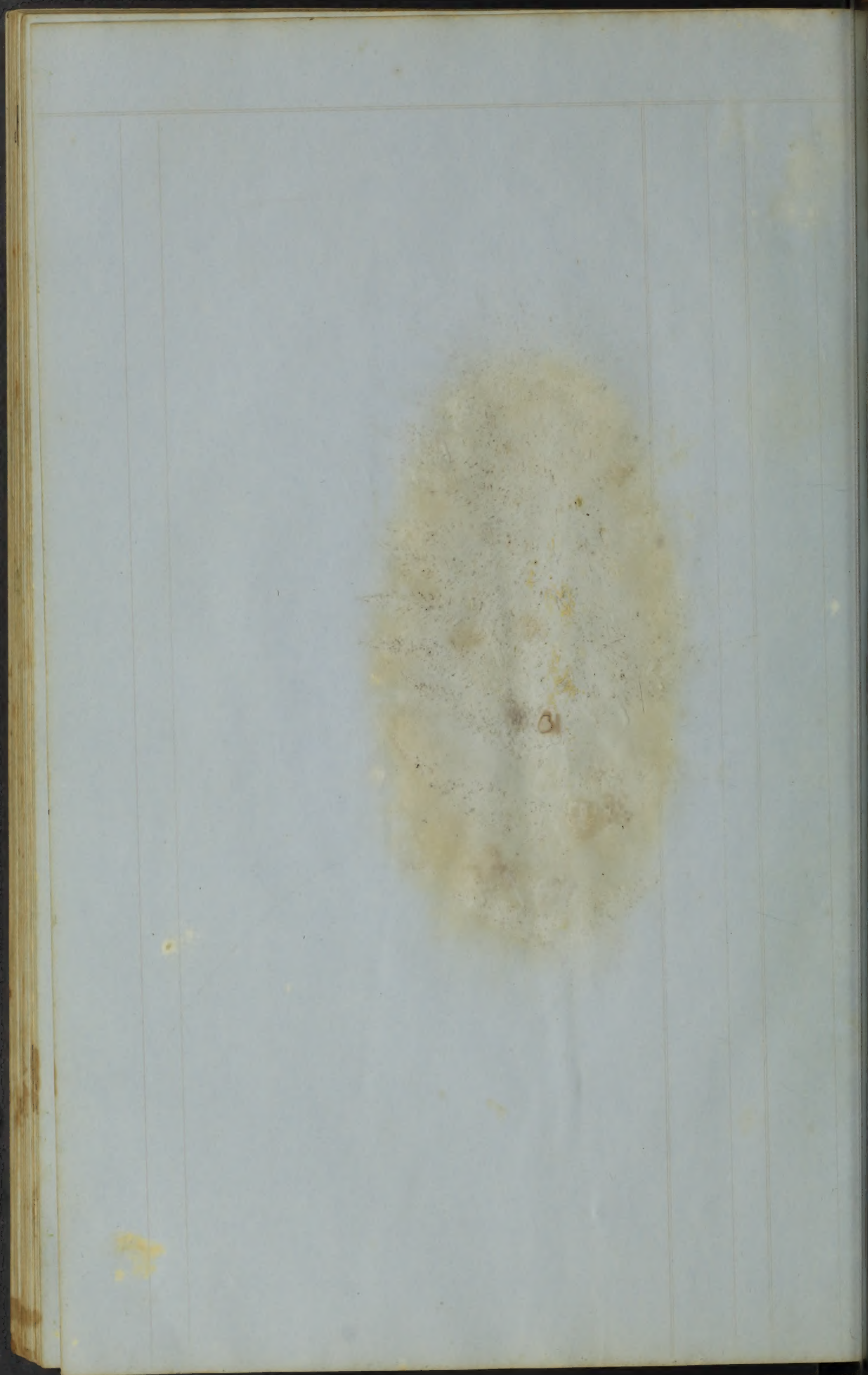
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360

18727800

150









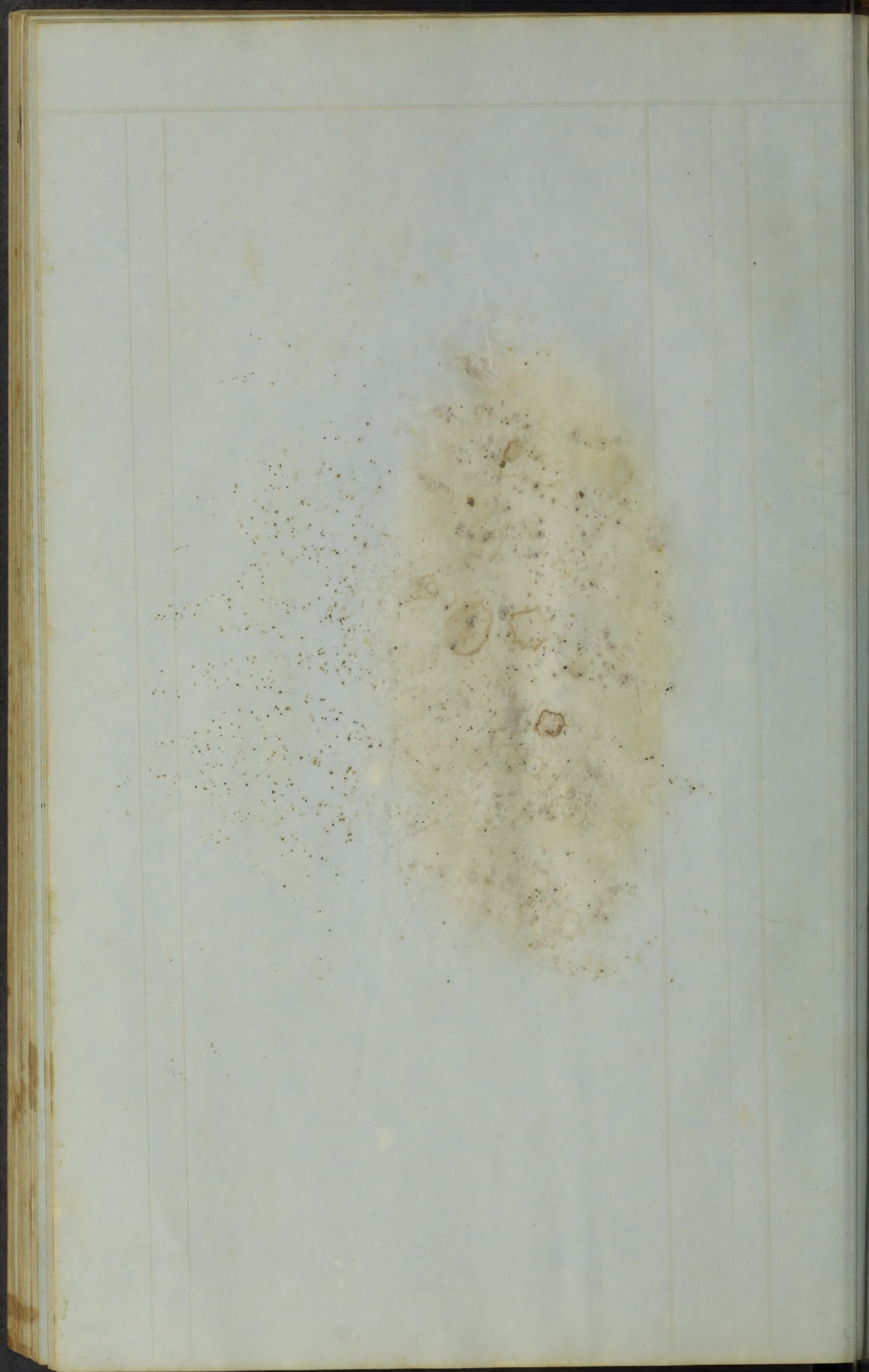






























liv. pk. qt. ~~pt.~~  
 98) 27374 1 " 57

$$98 \overline{) 2737} \quad 28.16$$

$$\begin{array}{r} 2849 \\ 984 \end{array}$$

$$\begin{array}{r} 9861 \\ 216 \end{array}$$

$$196$$

$$\begin{array}{r} 98 \\ 324 \end{array}$$

$$98 \overline{) 274}$$

$$\begin{array}{r} 8 \\ 69 \end{array}$$

$$784$$











Mary. C. H. Budlong

\$  
47.37  
6.15  
9.05  
6.1  
18.97  
58.32  
11.97  
11.15  
16.15  
1725  
91.75  
98.75



10) 482.88

4028/8 = 4.  
10 5) 4.0000

.08

5

.40

2.80

9

25.20

10.10

3) 65.10

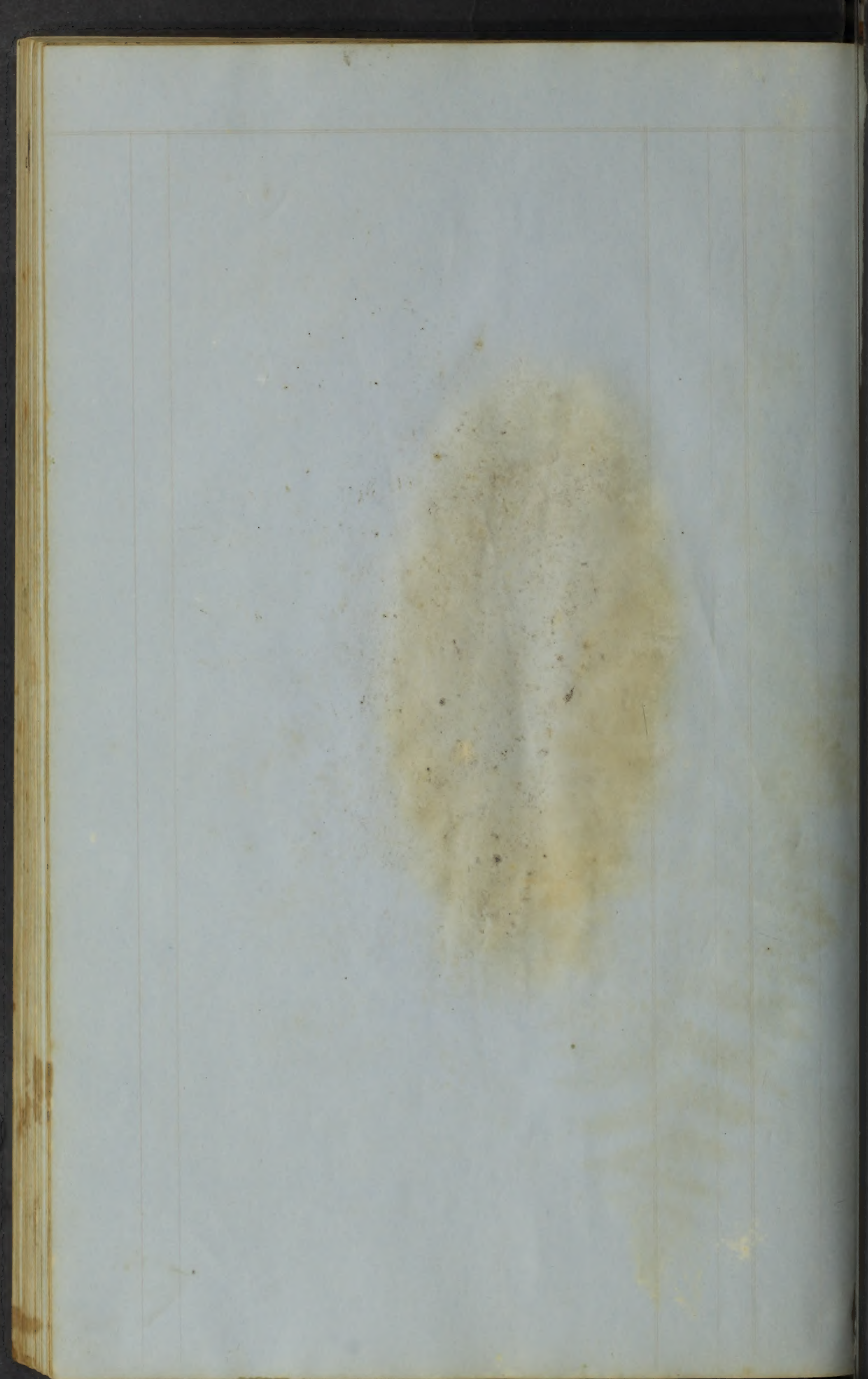
53

3 Ana



1000



















$$\begin{array}{r} 28 \\ \hline 30 \end{array}$$

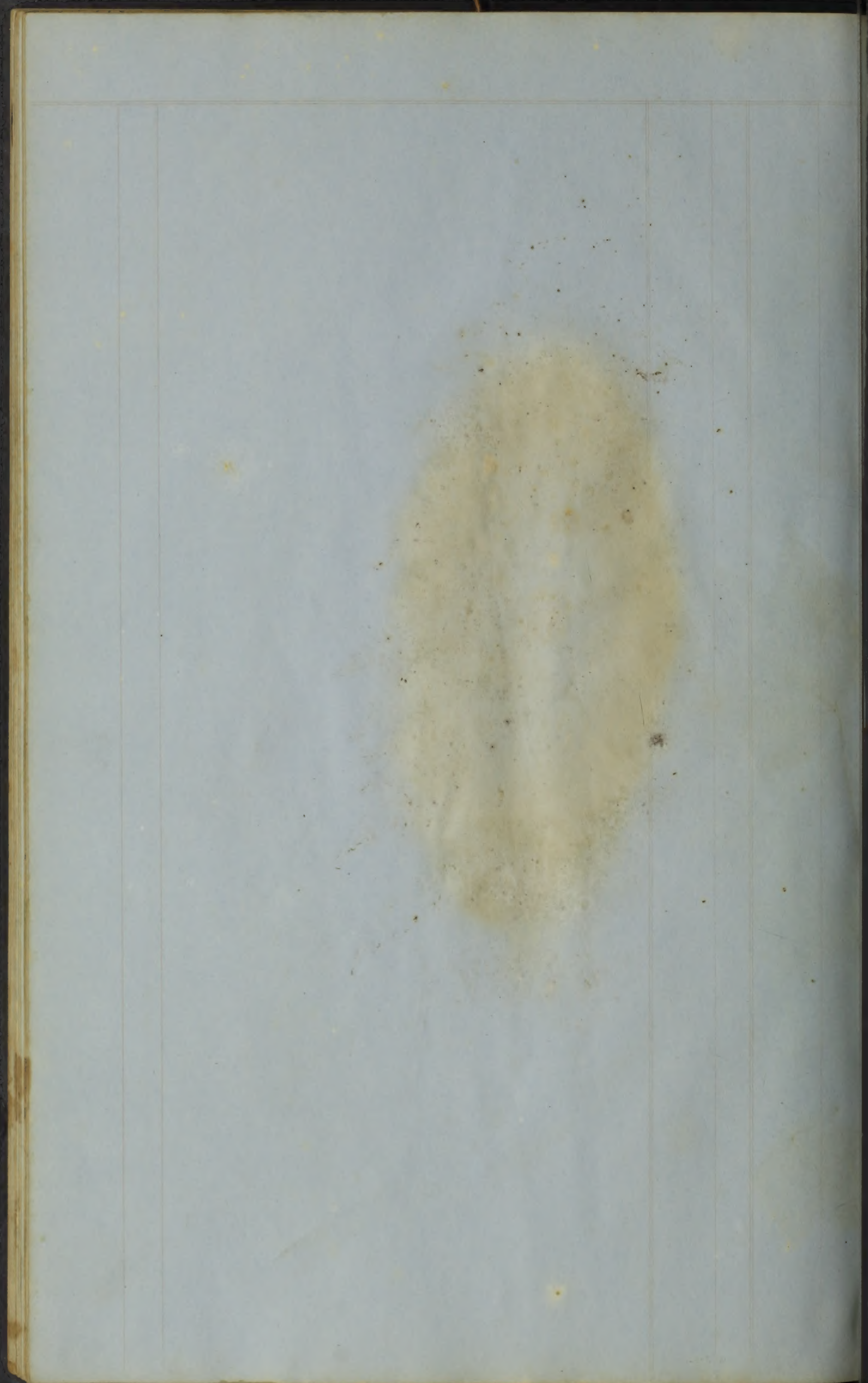
Handwritten mathematical work on lined paper, featuring several rows of calculations and a large, bolded 'E' in the center. The calculations involve fractions and numbers, some of which are crossed out or corrected. The work appears to be a student's attempt at solving a problem, possibly related to algebra or arithmetic.

$$\frac{3}{8} + \frac{4}{8} = \frac{7}{8}$$













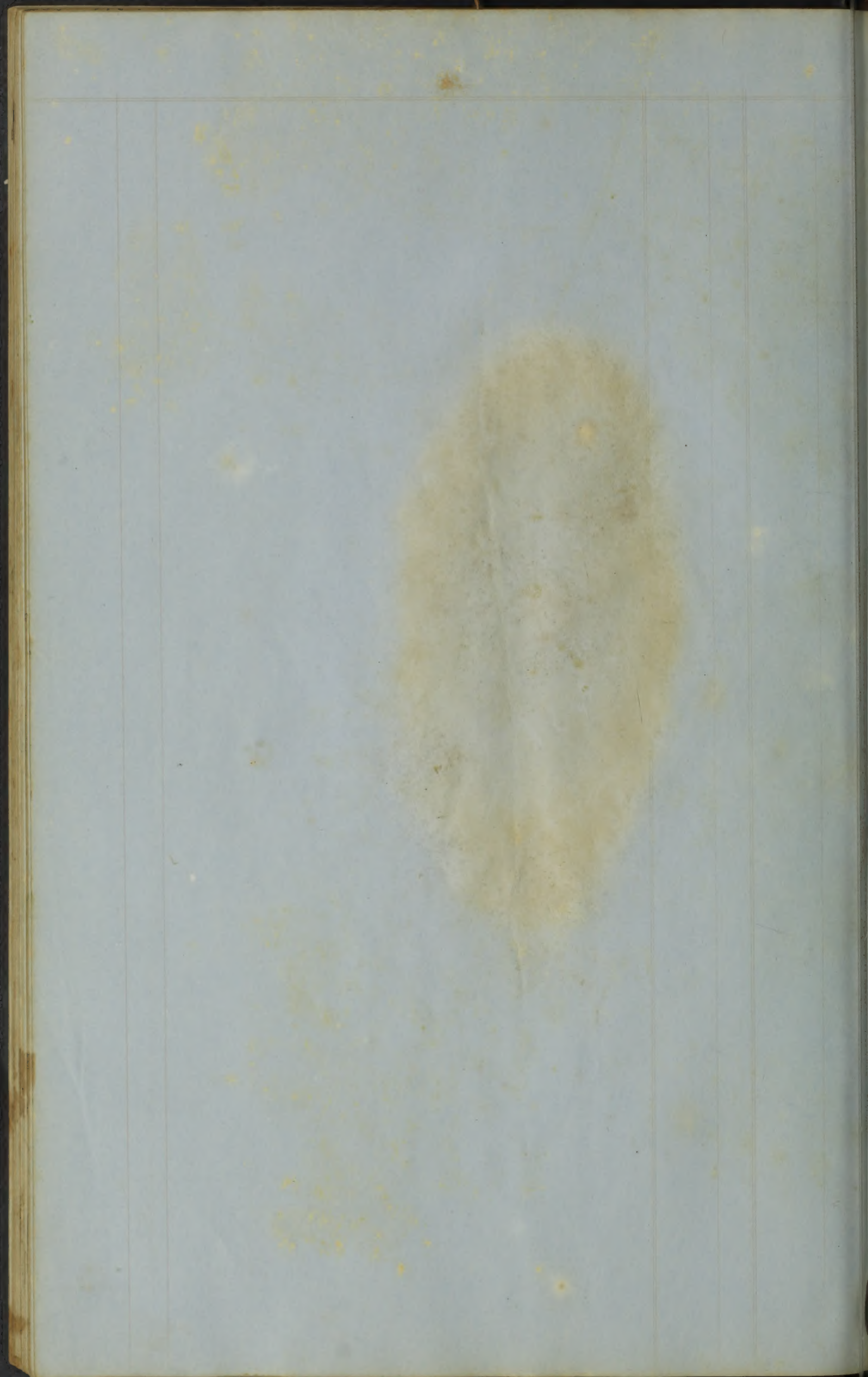




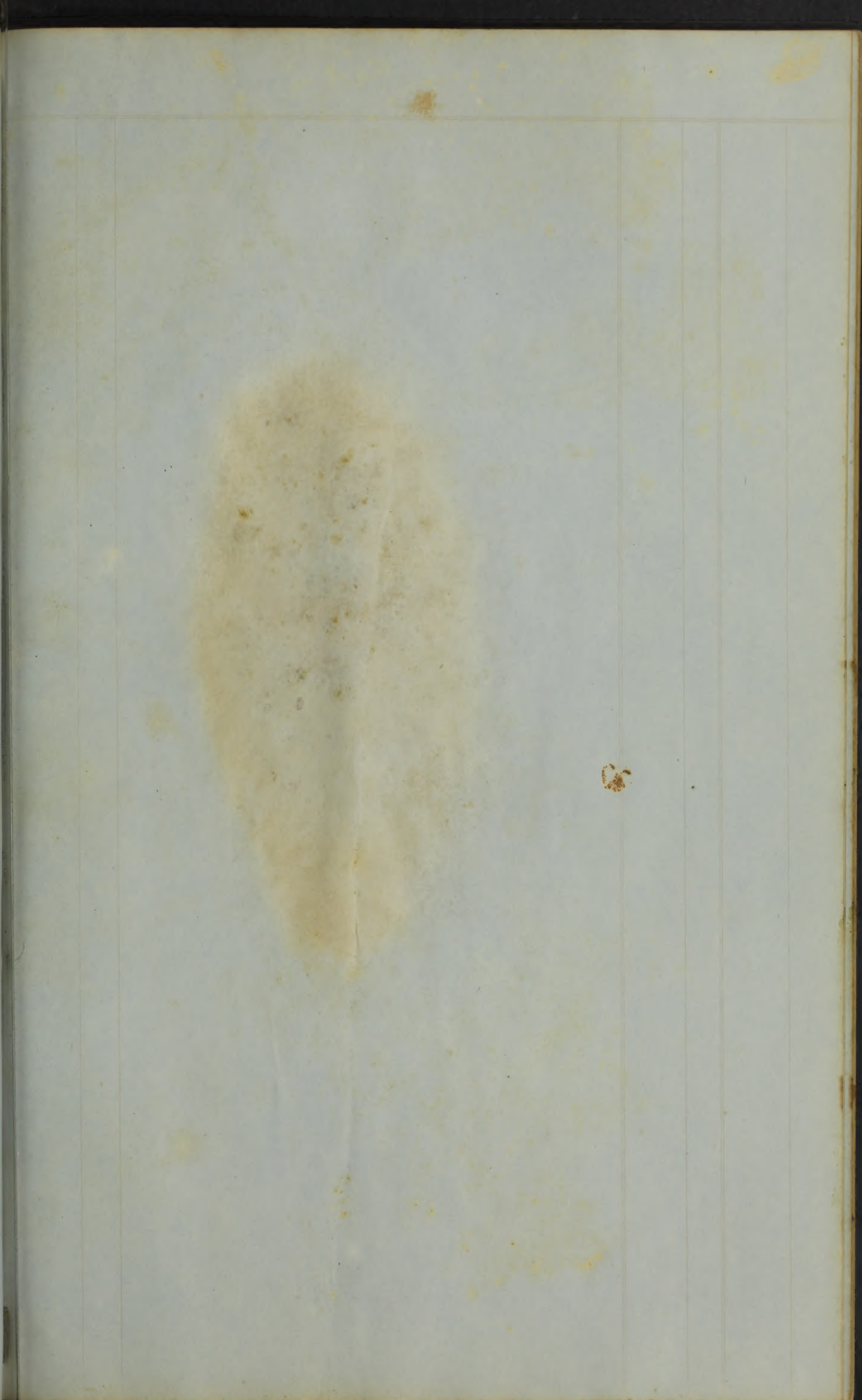














M. C. Z. B.





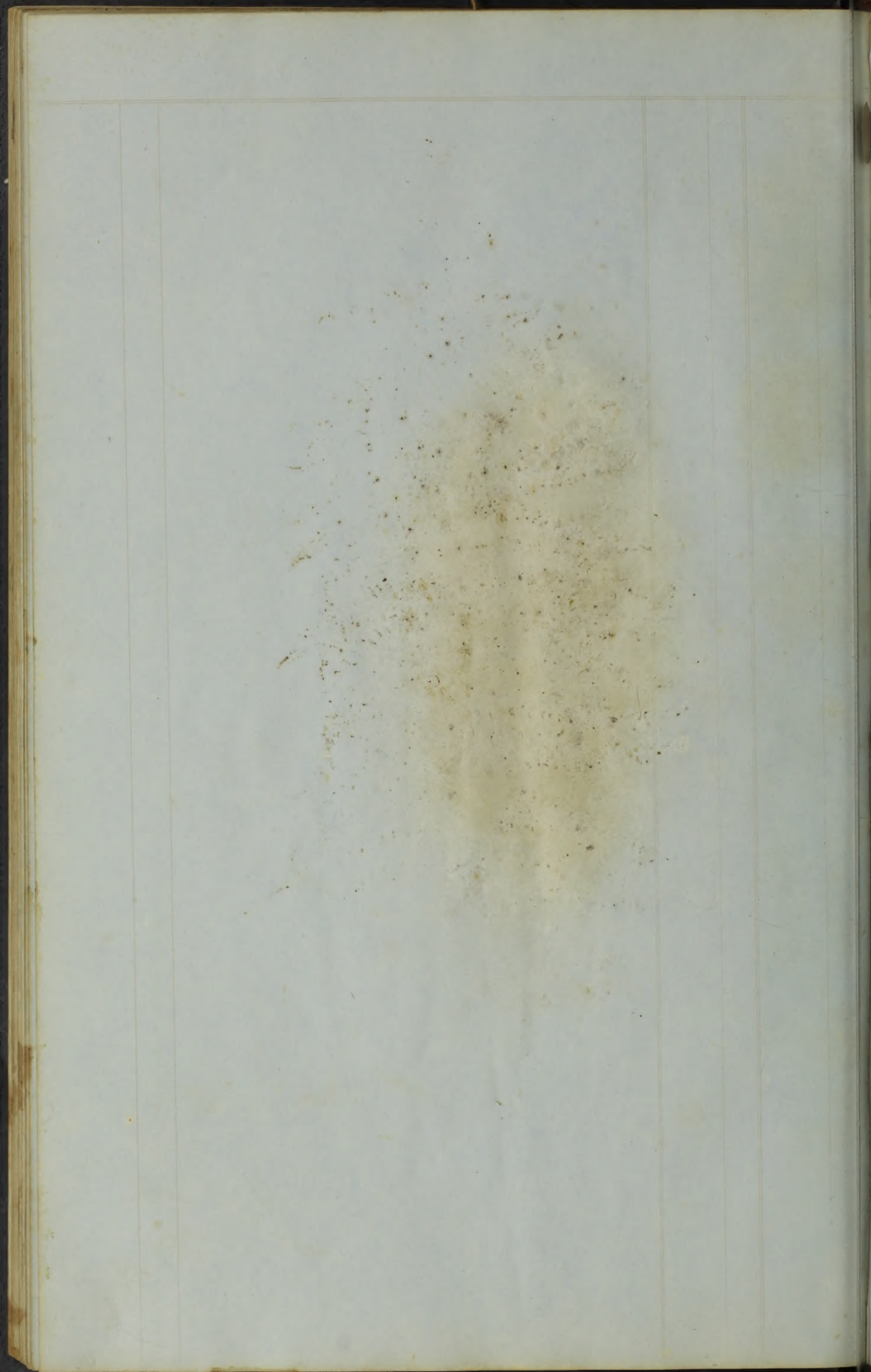
















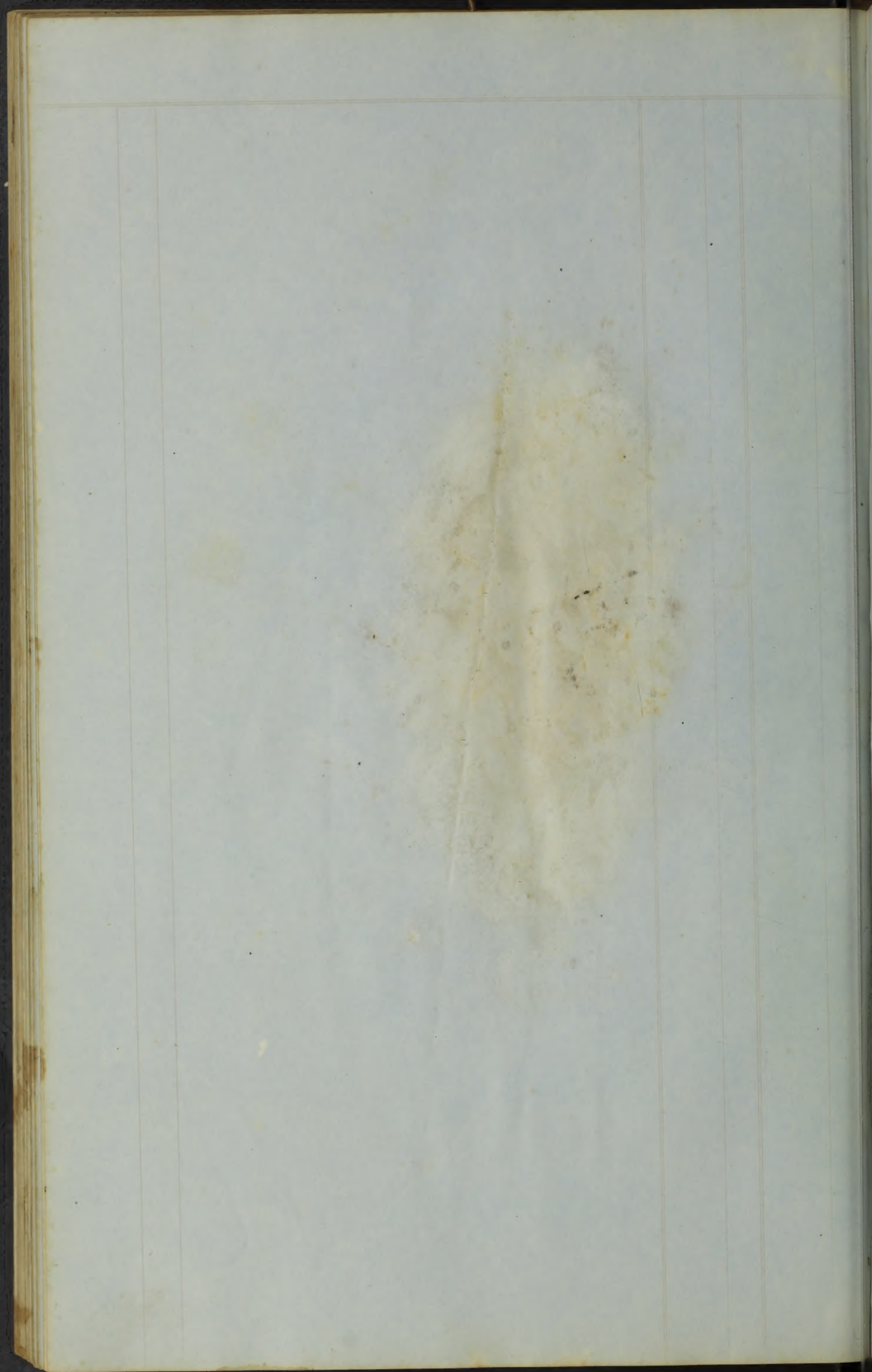
























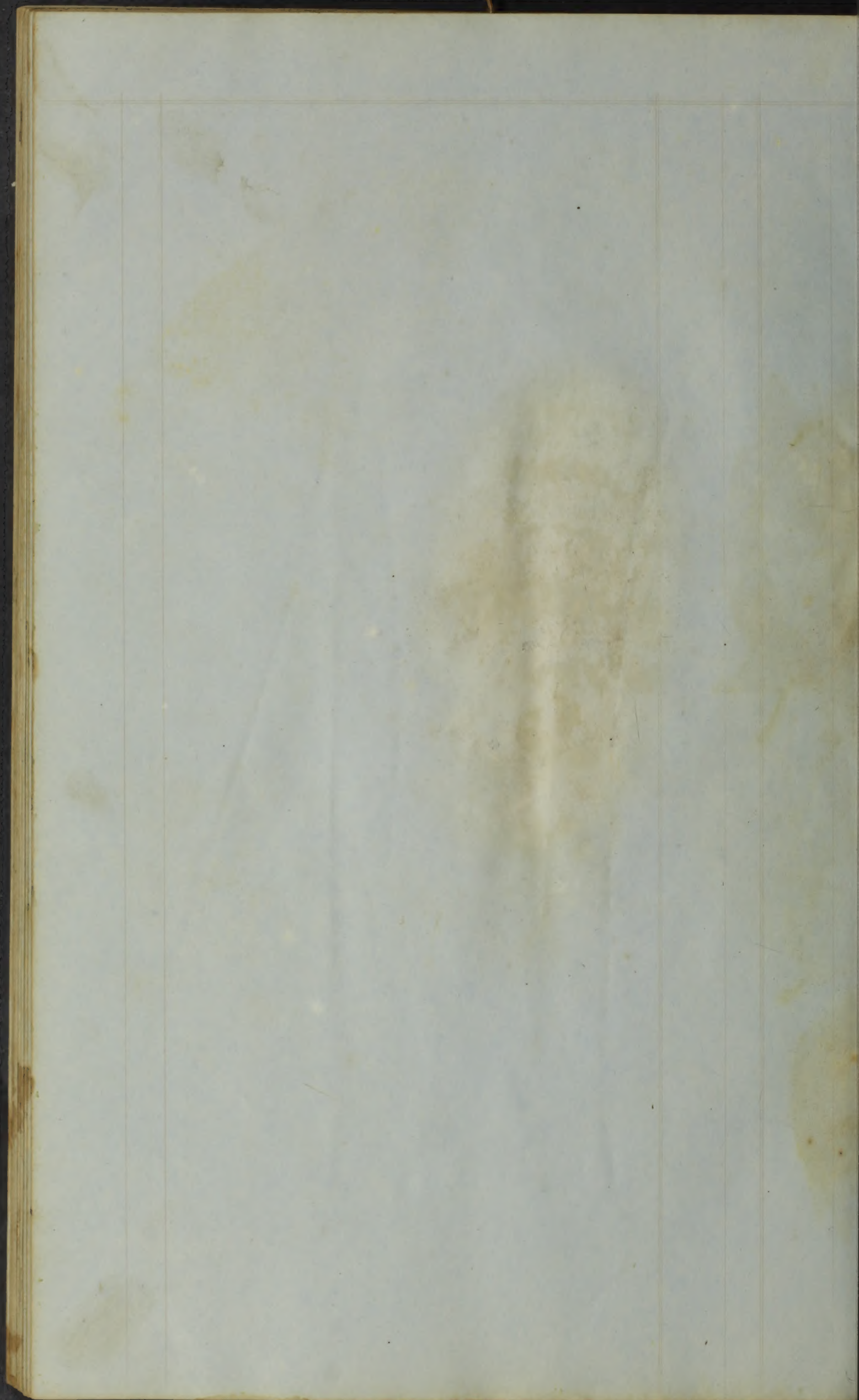




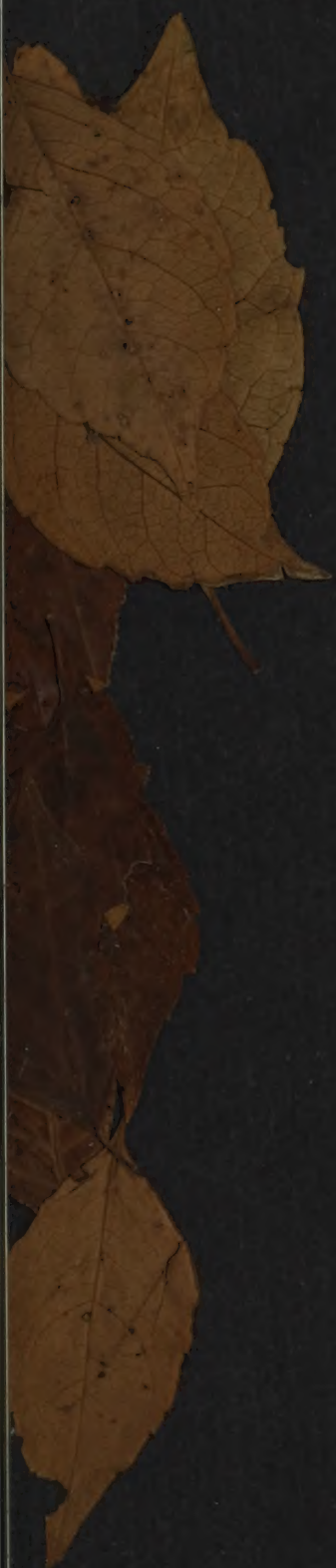












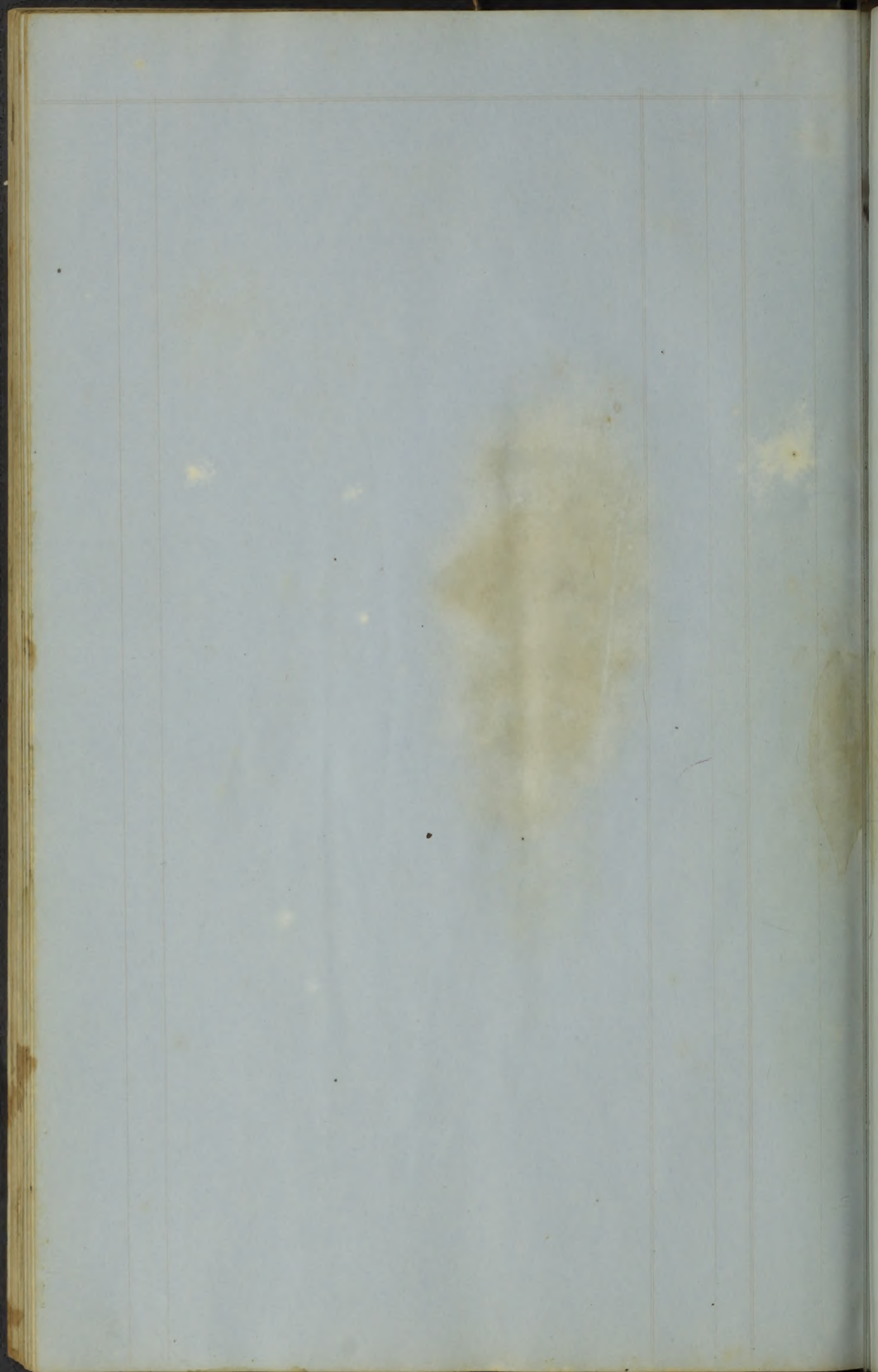








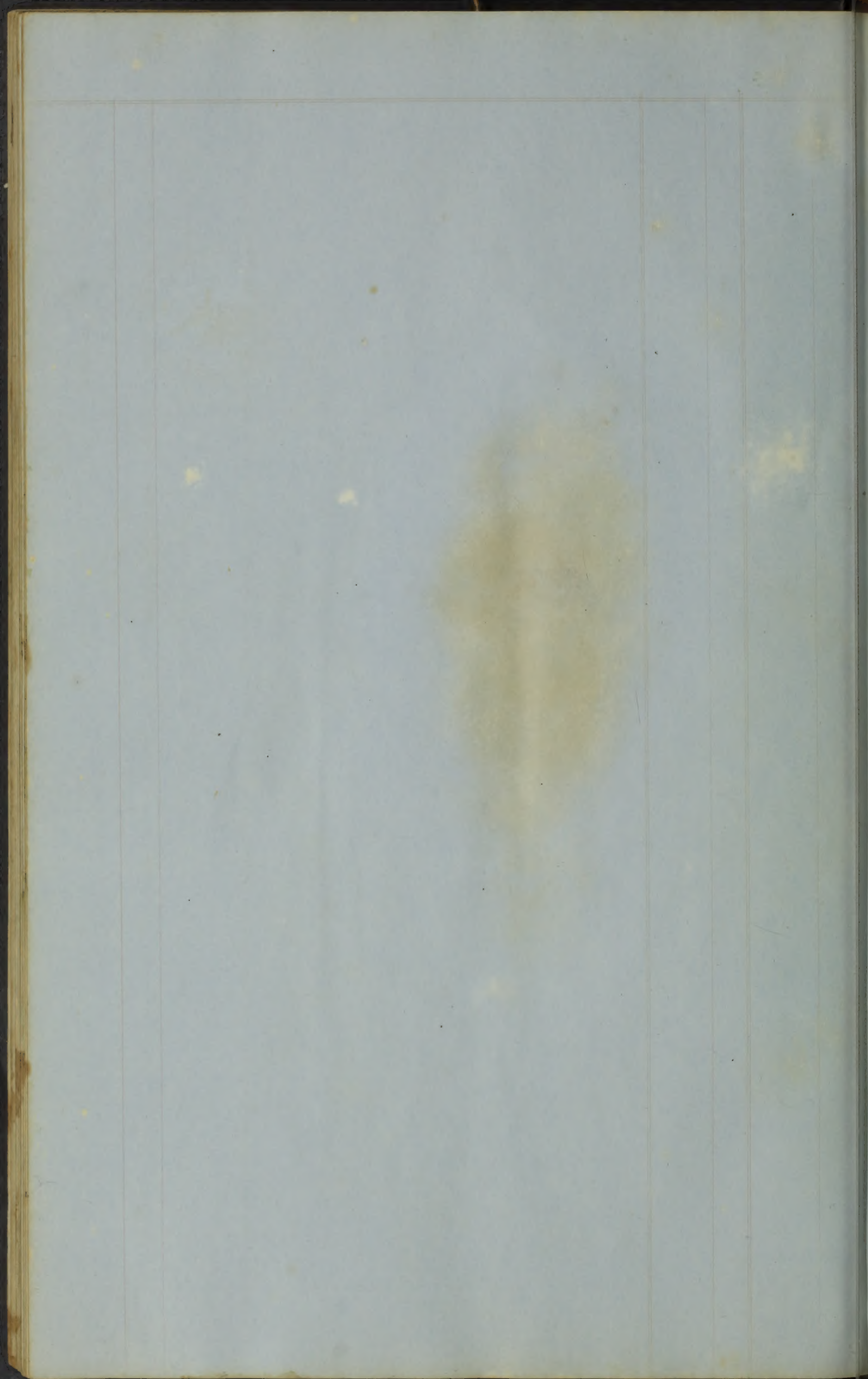




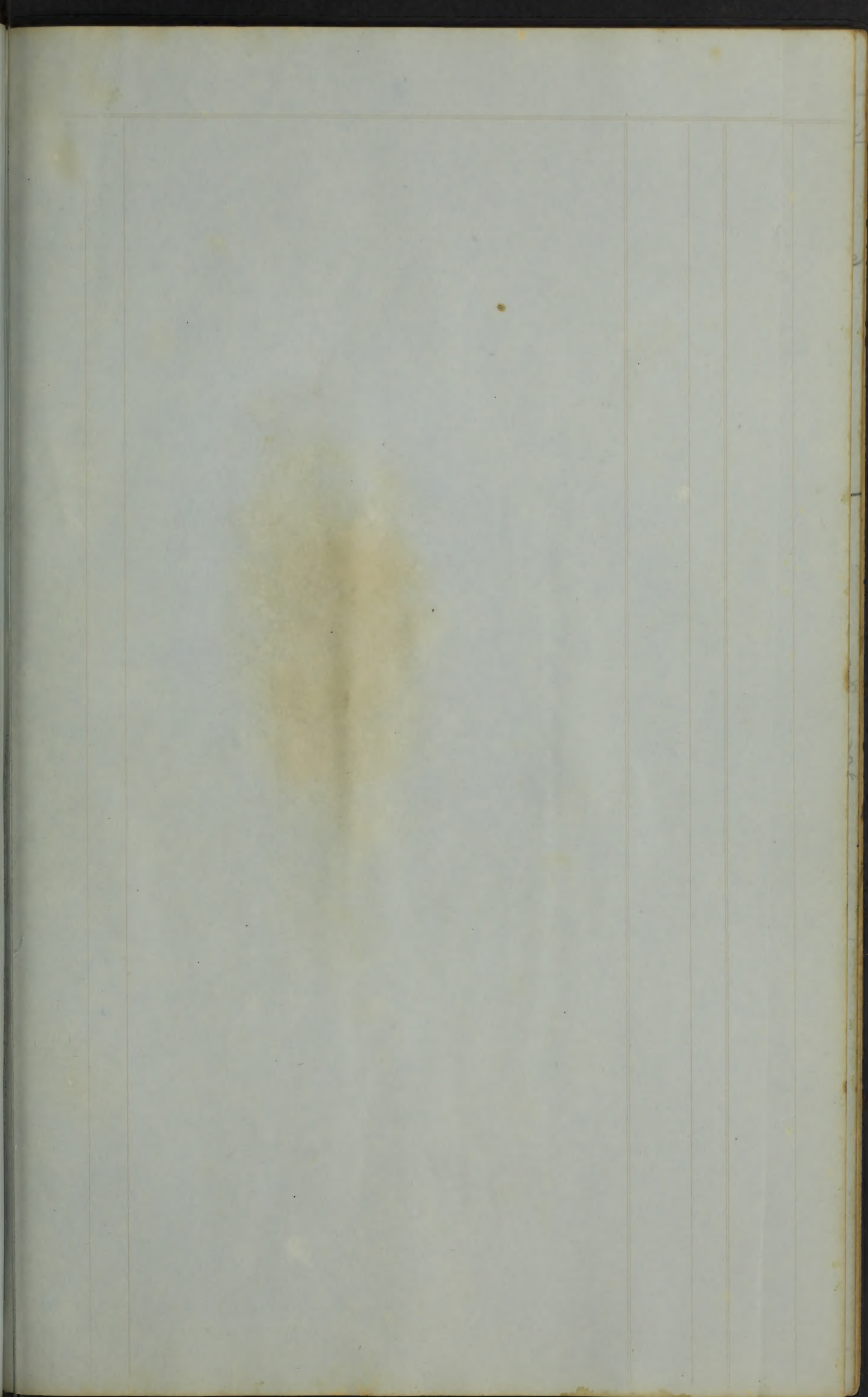




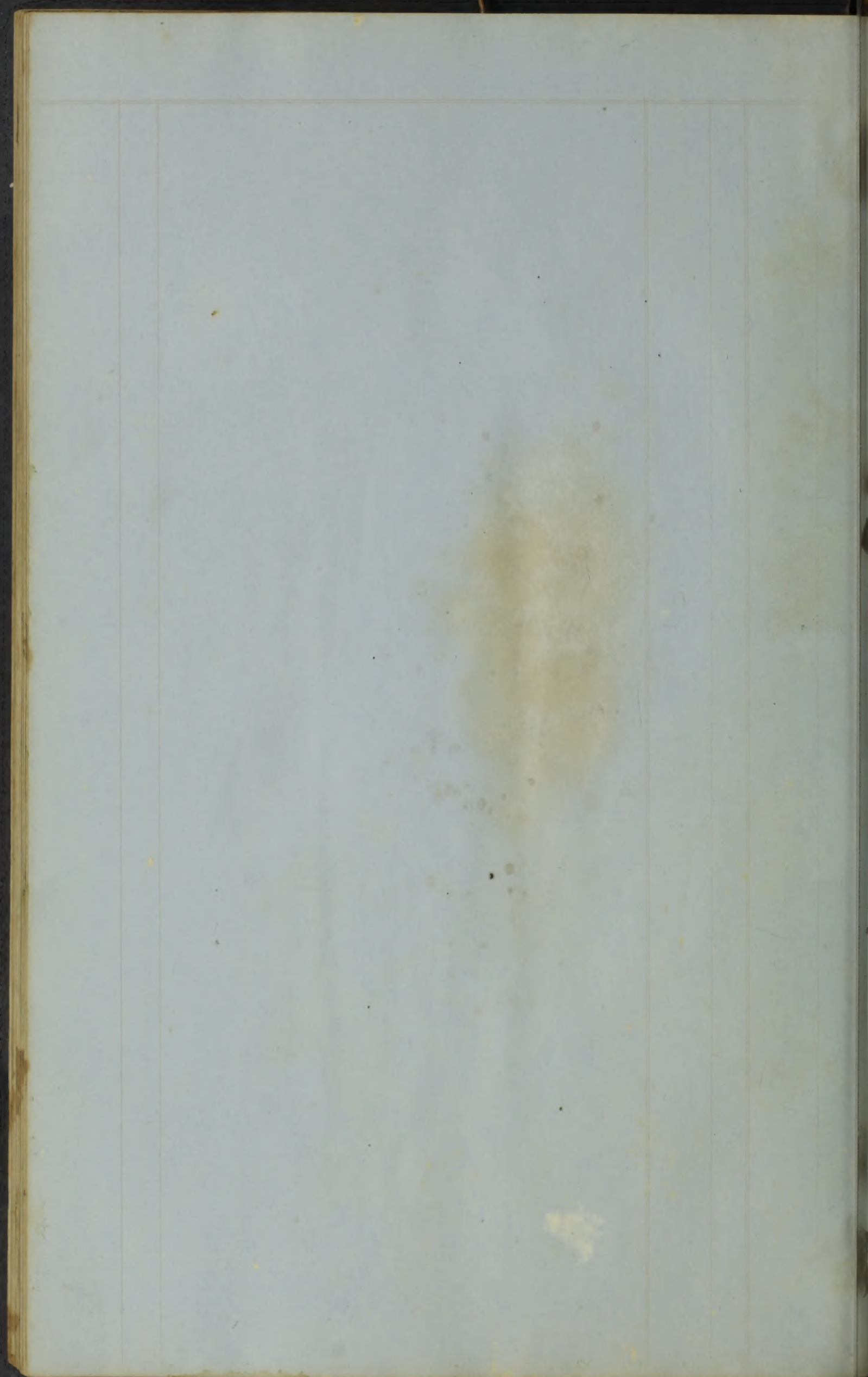








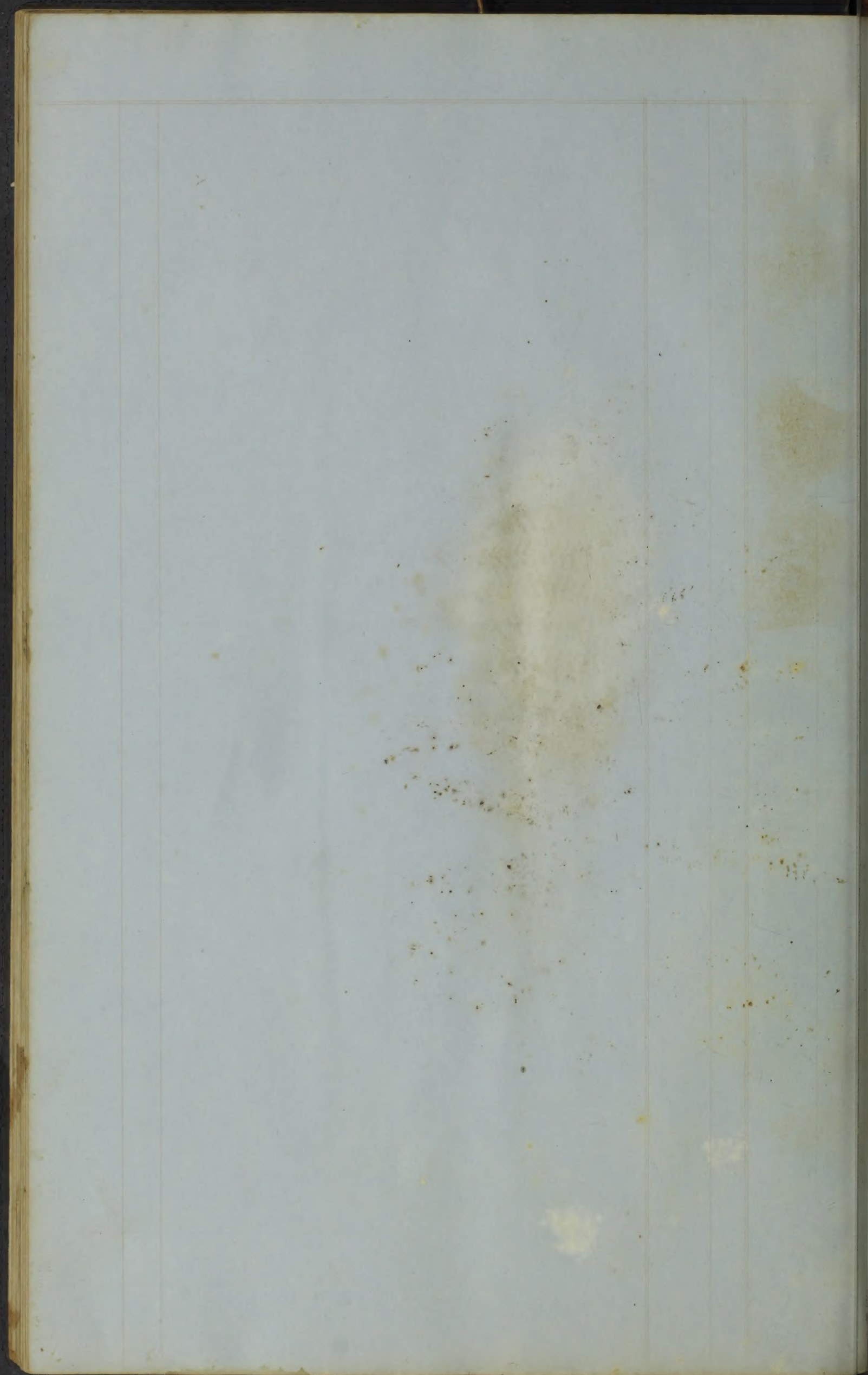




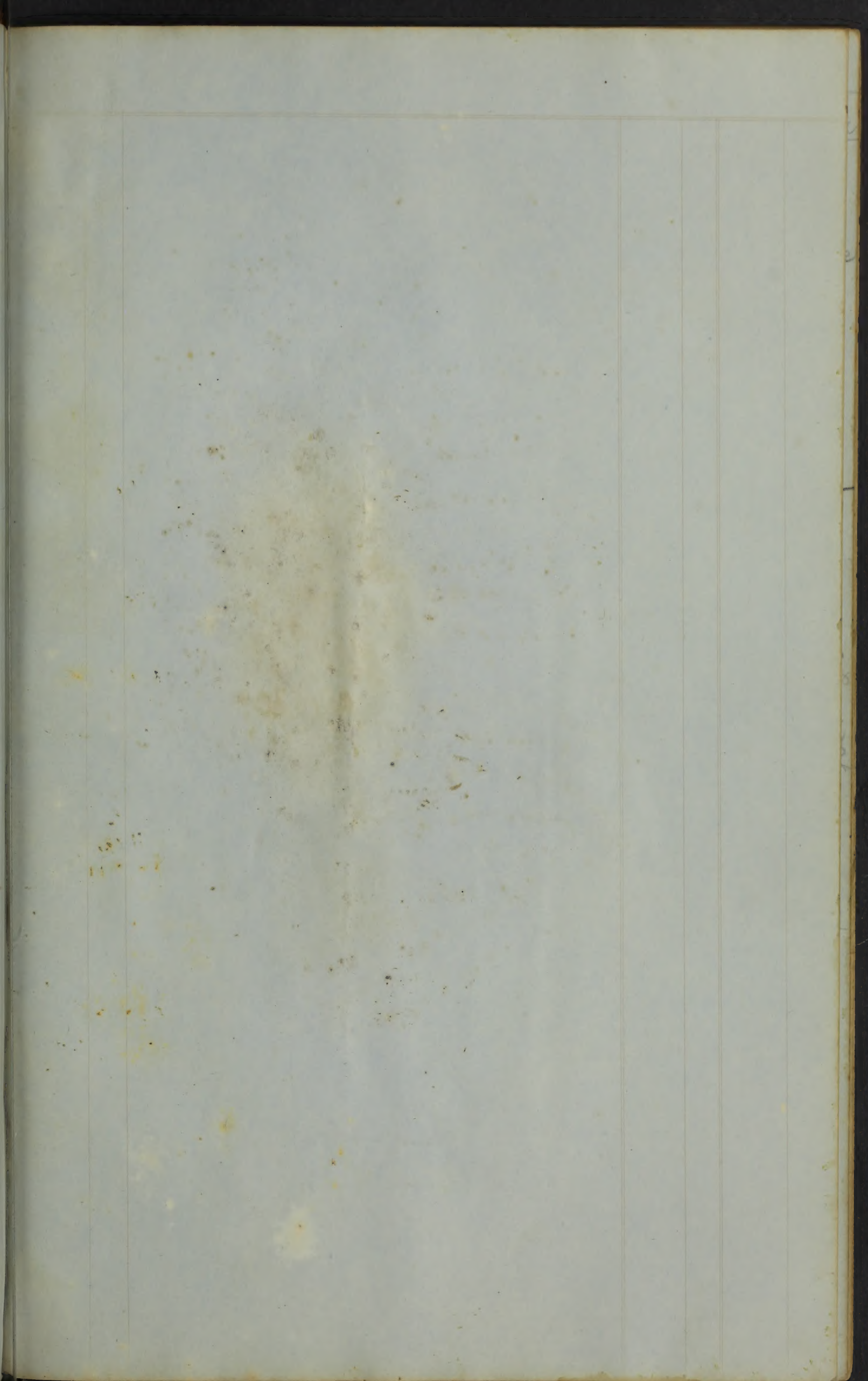




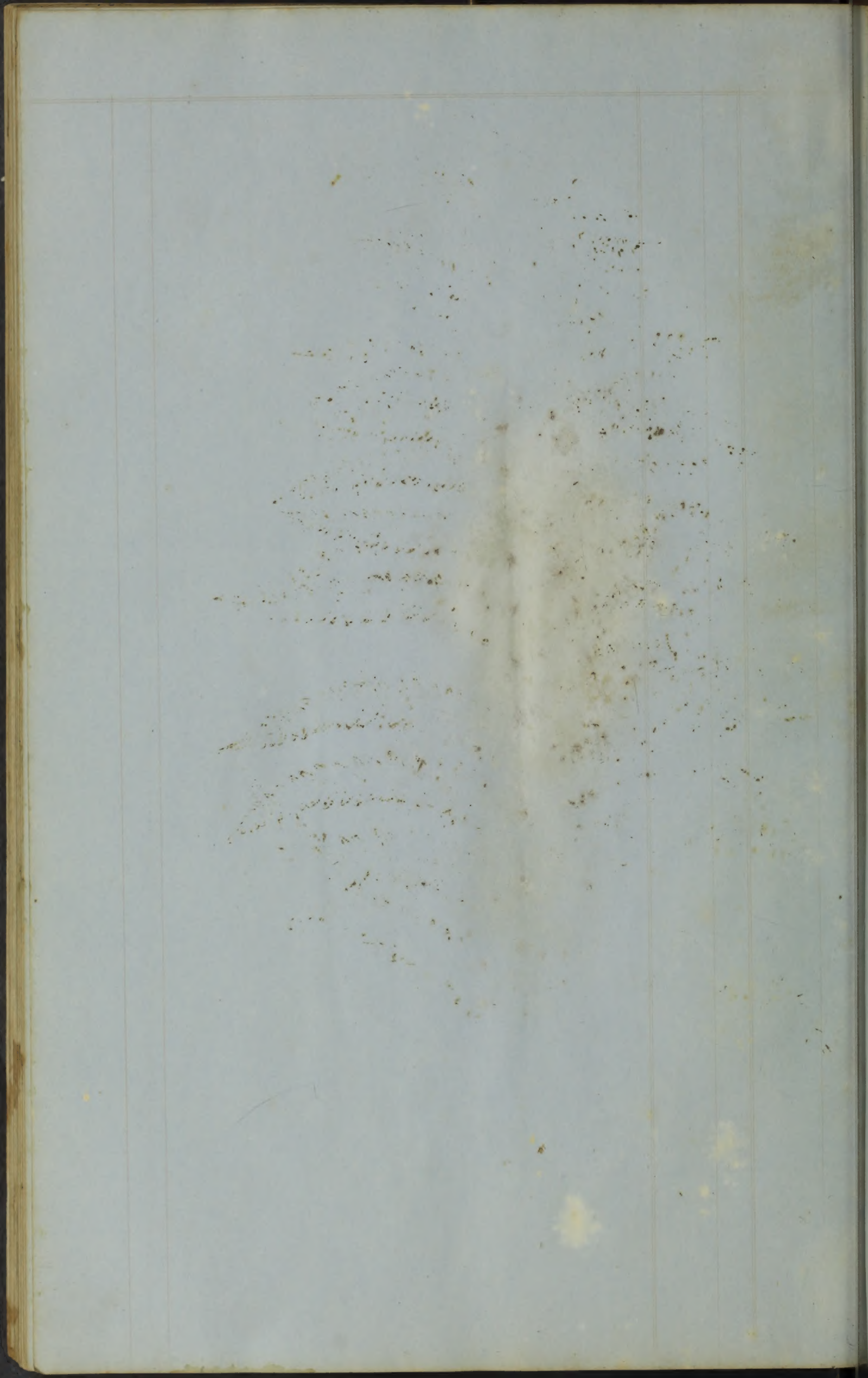














3L 104. 2 Dec

ft in

1

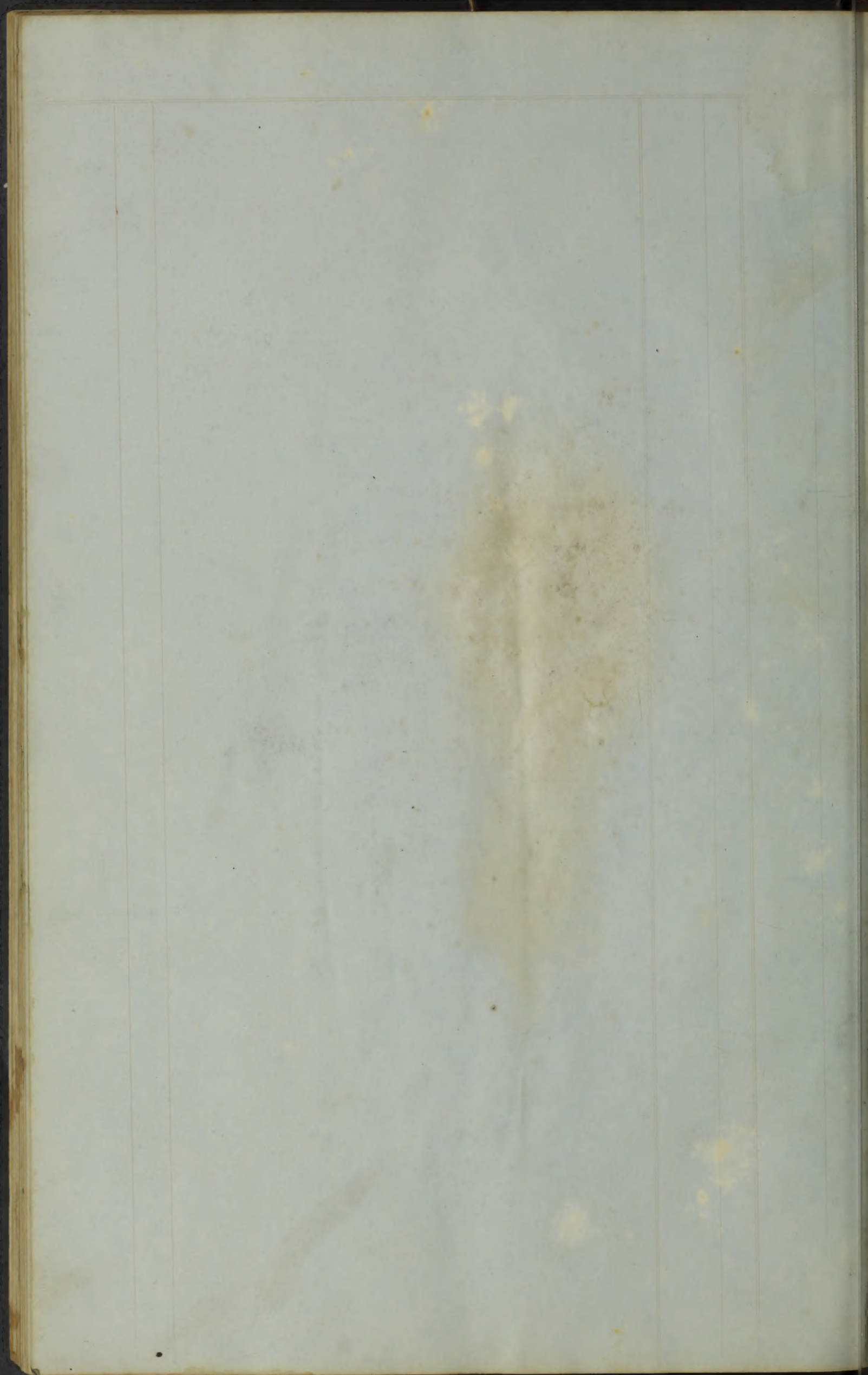
2 ft 7 in

sft

36

ft







-1-

L...s...d... far  
27.14.6" 3

20  
540  
14  
554  
12

11.08  
554

6648  
6

6654  
4

26619 far

gal...pt...gi  
4" D...1.6

4  
18  
2  
33  
4  
132 gi

9410.945  
2865

47054725  
38765870

75287560  
18821890

2678.2357425

12097  
72

24197  
84677

87.0984

-2-

bu...pk...pt  
8" 5" 7" 1

4  
35  
8

280  
7

287  
2

575

574692

3591.8

170.1918

2000) 35918 (17  
2000  
15918  
14000

25  
22  
47

30  
27  
56  
24

1918  
40  
36  
75

72) 871016 (12097  
72

154  
144

704  
648

536  
504  
32

60) 1577048

60) 26284m 8m

24) 438m 4m

18m 28m 4m 8m

4) 7432

12) 1858rd -5-

20) 1544, 1rd

72) 114210d

72  
144

7250  
360

727  
504  
729  
648





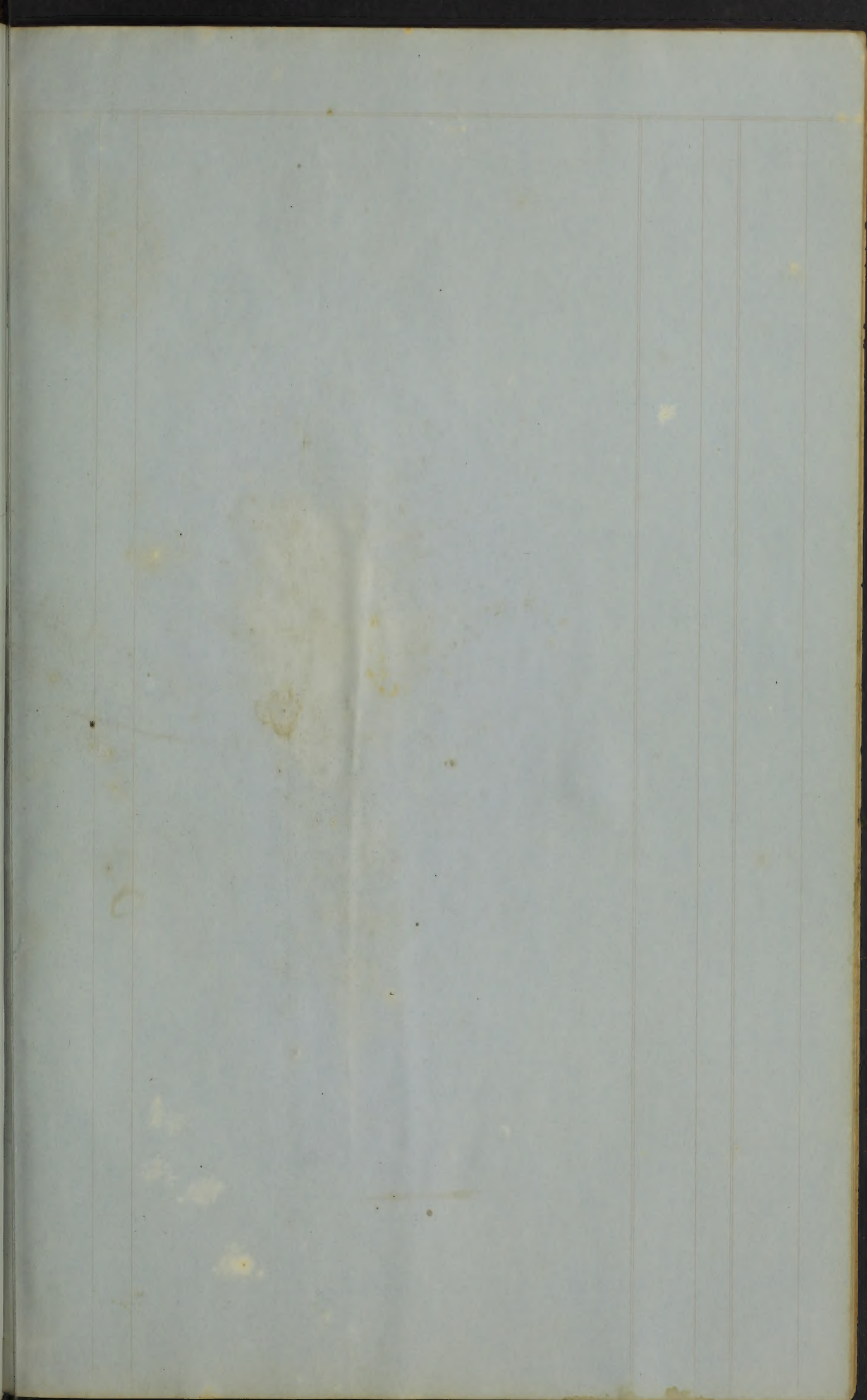




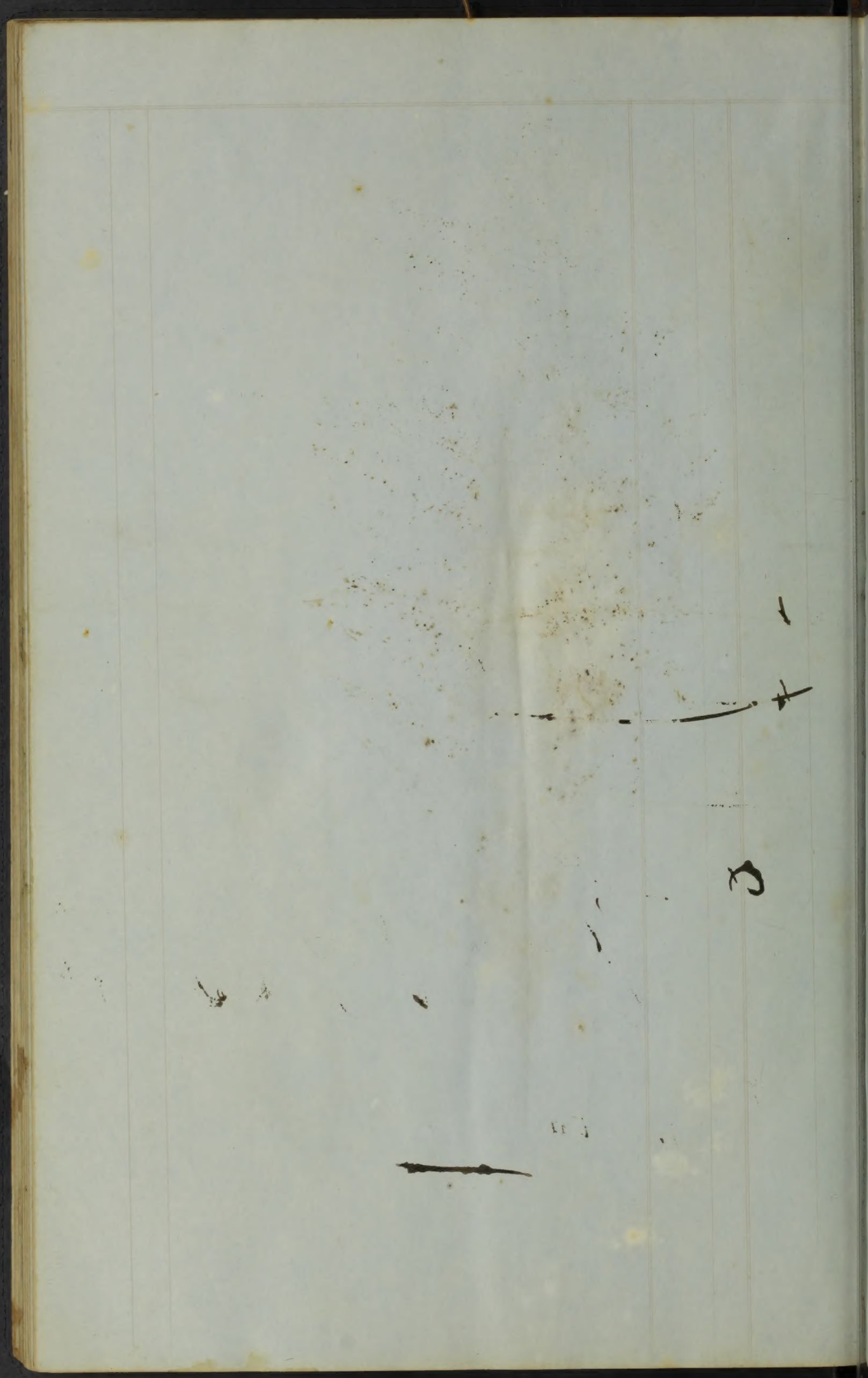














~~J. P. Budlong~~

~~M. E. Budlong~~

~~A. B. Budlong~~

~~W. H. Budlong~~

~~S. Budlong~~

~~J. A. Budlong~~

~~P. A. Budlong~~

~~W. D. Budlong~~

~~H. M. Budlong~~

~~J. E. Budlong~~

Dear —;

I am very well and hope you are the same. I send my love to all, and especially to you.

Yours truly



114







# Fortune

<p><u>Houses</u></p> <p>1. Brick</p> <p>2. Mansion</p> <p>3. Barn</p> <p>4. Cottage</p> <p>5. Wood house</p> <p>6. Kenbouse</p>	<p><u>Your pet</u></p> <p>1. pig</p> <p>2. lamb</p> <p>3. dog</p> <p>4. pony</p> <p>5. elephant</p>	<p><u>How many children</u></p> <p>1. 0</p> <p>2. 1</p> <p>3. 2</p> <p>4. 3</p> <p>5. 4</p> <p>6. 5</p>
<p><u>Are you rich or poor</u></p> <p>1. Rich</p> <p>2. Poor</p>	<p><u>What is your dress</u></p> <p>1. Silk</p> <p>2. Satin</p> <p>3. Balico</p> <p>4. Gaze</p> <p>5. Linnen</p>	<p><u>What kind of horse</u></p> <p>1. A. lothes horse</p> <p>2. Sawhorse</p> <p>3. Black</p> <p>4. White</p> <p>5. Grey</p>
<p><u>What is your age</u></p> <p>1. 5</p> <p>2. 22</p> <p>3. 85</p> <p>4. 97</p> <p>5. 61</p>	<p><u>Where do you live</u></p> <p>1. Boston</p> <p>2. Freetown</p> <p>3. California</p> <p>4. New Bedford</p> <p>5. Fall River</p>	<p><u>What color is your hair</u></p> <p>1. Black</p> <p>2. White</p> <p>3. Grey</p> <p>4. Red</p> <p>5. Auburn</p>
<p><u>How many children</u></p> <p>1. 0</p> <p>2. 6</p> <p>3. 4</p> <p>4. 7</p> <p>5. 9</p>	<p><u>Can you come out to night</u></p> <p>1. yes</p> <p>2. no</p>	<p><u>have you a cat</u></p> <p>1. no</p> <p>2. yes</p>
<p><u>Boys or girls</u></p> <p>1. boys</p> <p>2. girls</p>	<p><u>What is your name</u></p> <p>1. Pat</p> <p>2. John</p> <p>3. Ann</p> <p>4. Walter</p> <p>5. Fred</p>	<p><u>What kind of boots</u></p> <p>1. kid</p> <p>2. bowhide</p>
<p><u>Furniture</u></p> <p>1. cane seat</p> <p>2. Oak</p> <p>3. Green Velvet</p> <p>4. red plush</p> <p>5. Wooden</p>	<p><u>Do you like Figs</u></p> <p>1. yes</p> <p>2. no</p>	<p><u>Does your mother whip you?</u></p> <p>1. No</p> <p>2. yes</p>
<p><u>Do you court</u></p> <p>1. yes</p> <p>2. no</p>	<p><u>Like flour</u></p> <p>1. yes</p> <p>2. no</p>	<p><u>Do like your wife</u></p> <p>1. yes</p> <p>2. no</p>



Does she like you

- 1 yes
  - 2 no
- 

Your Wifes name

- 1 Jane
- 2 Bridget
- 3 Bell
- 4 Kate
- 5 Susan







$$\begin{array}{r} 34102 \text{ ad.} = 3368 \\ 720 \text{ ad.} = 1 \text{ far} = 373 \end{array}$$

$$\begin{array}{r} 3 \text{ ad. } 5 \text{ h. } 40 \text{ m.} = 4 \overline{) 4660} \\ 1440 \end{array} \quad \begin{array}{r} 5 \overline{) 1165} = 233 \\ 360 \\ 72 \end{array}$$

$$\begin{array}{r} 6 \text{ cent. } 48 \text{ lb} = 8 \overline{) 648} = 81 \\ 20 \quad 2000 \quad 250 \end{array}$$

$$\begin{array}{r} 3 \text{ pk. } 3 \text{ qt. } 1 \text{ pt} = 63 \\ 4 \text{ pk.} = 64 \end{array}$$

$$\begin{array}{r} 2 \text{ yd. } 2 \text{ ft. } 9 \text{ in} = 3 \overline{) 105} = 35 \\ 5 \text{ yd. } 1 \text{ ft.} = 192 \\ 64 \end{array}$$

$$\begin{array}{r} \text{hw. pk. } 1 \text{ qt. } 1 \text{ pt} \\ 4 \text{ " } 2 \text{ " } 1 \text{ " } 1 \\ 4 \\ 18 \\ 8 \end{array}$$

$$26 \text{ " } 12 \text{ " } 4$$

$$4-8-2$$

$$\begin{array}{r} .85 \\ 4 \\ 63.40 \\ 8 \\ \text{M2 } 7.20 \\ 2 \\ 955 \text{ } 4.40 \end{array}$$

$$\text{ans. } 3 \text{ pk. } 2 \text{ qt. } 5 \text{ pt.}$$

$$\text{ans. } 3 \text{ bu. } 7 \text{ pk } 5 \text{ qt. } 4 \text{ pt}$$

$$203015$$

$$4-2-4$$

$$\begin{array}{r} .9375 \\ 4 \\ 37500 \\ 2 \\ 15000 \\ 4 \\ 20000 \end{array}$$

$$\text{ans. } 3 \text{ bu. } 1 \text{ pk } 2 \text{ qt}$$

$$\begin{array}{r} .75 \\ 3 \\ 2.25 \\ 12 \\ 450 \\ 225 \\ 2700 \end{array}$$

$$6 \text{ ad. } 1 \text{ far}$$

$$\text{ans. } 2 \text{ ft } 27 \text{ in}$$

$$\begin{array}{r} .825 \\ 200 \end{array}$$

$$\begin{array}{r} 165000 \\ 10 \end{array}$$

$$\begin{array}{r} 990000 \\ 165000 \end{array}$$

$$2640000$$

$$\text{lb. oz}$$

$$\begin{array}{r} 39 \\ 30 \end{array}$$

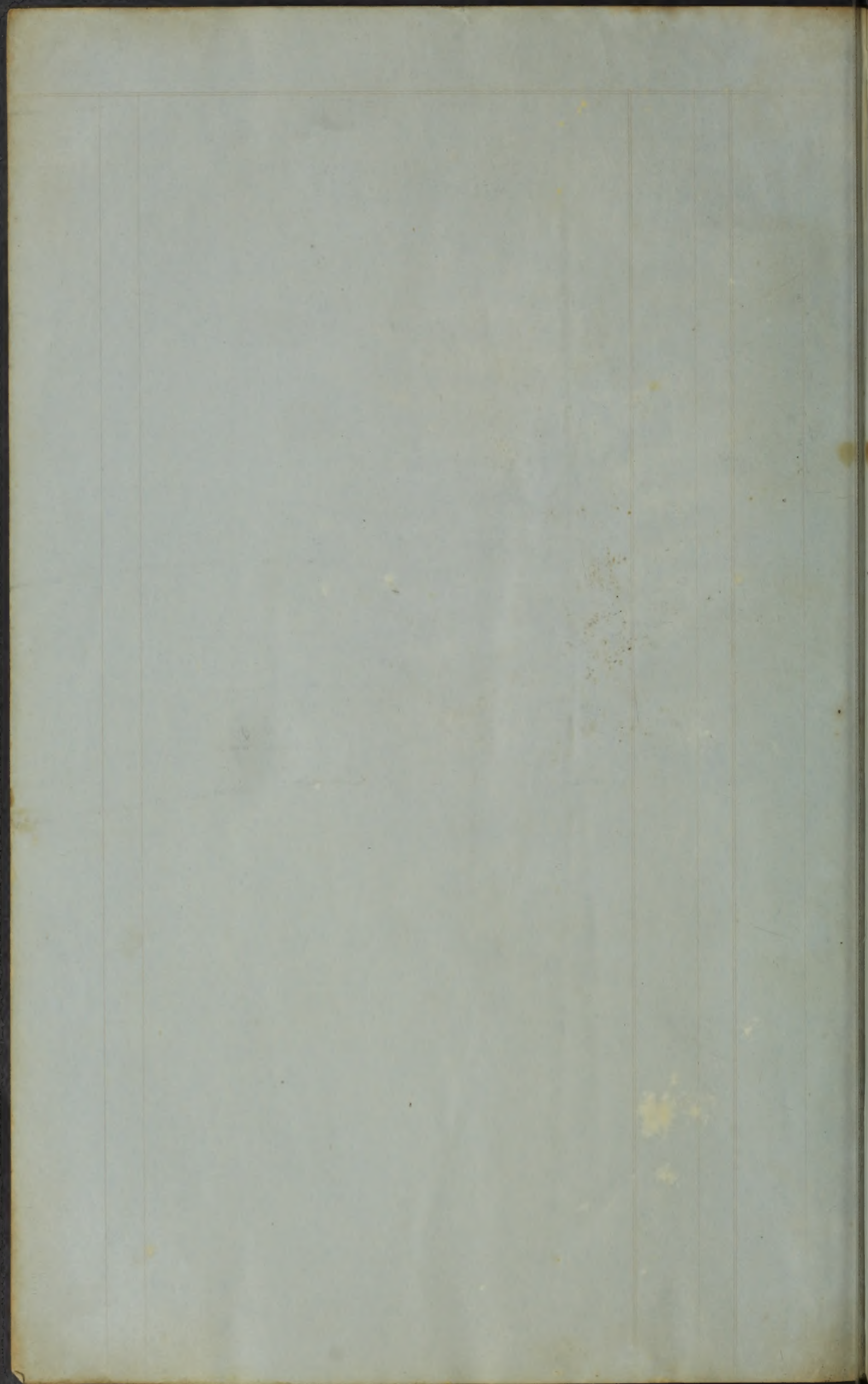
$$\begin{array}{r} .75 \\ 20 \\ 1500 \\ 12 \end{array}$$

$$\begin{array}{r} 3000 \\ 1500 \end{array}$$

$$18000$$

$$72000$$







$$\frac{3 \text{ ft rim} - 1}{3 \text{ ft}} = \frac{31}{38}$$

$$\frac{52 \text{ slb } 9 \text{ gr} = 8409}{2000 \text{ lb}} = 32000 - 2$$

~~rd. ft. in~~  
~~75.4.9~~  
~~5.1~~  
~~3.1~~  
~~3.15.2~~  
~~4.1.2~~  
~~1.2~~  
~~8.24~~  
~~4.12~~  
~~4.9.50~~

~~rd. yd. in~~  
~~15.8.5~~  
 rd. ft. in  
 75.4.9  
 16.1/2  
 3.7.1/2 - 25-  
 4502  
 75  
 1237 1/2  
 12  
 2434  
 1237  
 14819

rd. yd. in  
 18.4.3 " 0.4.5  
 5.1/2  
 9  
 90  
 102  
 3  
 306 12  
 12  
 612  
 306  
 3677

4

21.40.30

~~gi. ft. in~~  
~~3.1.1.3~~

19 4 gi 3.0.0  
 2 ft 1.75.0  
 4 ft 3.82.5.8.20  
 total. 9687.5

gi.  
~~ft.~~  
 rpt



$$\begin{array}{r} 5 \\ 3 \\ \hline 16 \\ 12 \\ \hline 32 \\ 5 \end{array}$$

31

12

192

$$\begin{array}{r} 8 \\ 31 \\ 2 \\ \hline 63 \end{array}$$

$$\begin{array}{r} 8 \\ 32 \\ 2 \\ \hline 64 \end{array}$$

36

15

$$\begin{array}{r} 2 \\ 3 \\ 8 \\ 12 \\ \hline 105 \end{array}$$

$$\begin{array}{r} 525 \\ 10 \\ \hline 31350 \\ 52500 \end{array}$$

50

$$\begin{array}{r} 525 \\ 16 \\ \hline 3150 \\ 5250 \end{array}$$

$$\begin{array}{r} 2000 \\ 16 \\ \hline 20000 \\ 200000 \end{array}$$

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